

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

No. 6.—VOL. 3. [Registered at the General Post Office]

SATURDAY, NOVEMBER 2, 1889. [For Transmission Abroad as a Newspaper.] ONE PENNY.

AS OTHERS SEE US.

Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—“This meeting pledges itself to support SEAFARING.”

Ship Masters' and Certificated Officers' Union.—

“Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men.”

Morning Advertiser.—“Ably and smartly written.”

Daily Chronicle.—“An ably conducted and interesting paper.”

Reynolds's Weekly Newspaper.—“A bright little paper.”

Literary World.—“Will be appreciated by all who go down to the sea in ships.”

Coast Seamen's Union (San Francisco).—

“Delightful and interesting, and a worthy champion of the sailors' cause.”

Star.—“What sailors are interested in, and need to know, is culled from all quarters.”

Liverpool Daily Post.—“Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people.”

Liverpool Mercury.—“In every way suitable for the purpose it has in view. The variety of matter with which it is replete, and the information which it contains, justify its claim to be ‘the organ of the seafaring class.’”

Liverpool Echo.—“There is plenty of work for this journal with its nominal price and multiform attractions.”

The People.—“It will be useful to those in whose behalf it has been started.”

The Democrat.—“Did useful work.”

Seaboard (New York).—“Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity.”

Weekly Budget.—“A career of much prosperity and usefulness.”

Tonbridge Free Press.—“Interesting to everybody.”

Mercantile Marine Service Association Reporter.—“A genuine ring about the articles, which are written in true sailor style.”

Scottish Leader.—“Its sails are already filled with a favouring breeze.”

Southampton Observer.—“Advocates the interests of seagoing folk with zeal and ability.”

Western Daily Press.—“It is well conducted, and is full of original matter.”

Eastern Daily Press.—“Something in its columns to suit even gentlemen of England who stay at home at ease.”

Hampstead and Highgate Express.—“No reason why this message to and from the sea should not become one of the most influential organs.”

Hampshire Independent.—“Wellconducted.”

Cork Examiner.—“Promises to be one of the most valuable of the class papers.”

THE LORD IN THE FOLD.



LORD BRASSEY, K.C.B., R.N.R.

As our readers have of late been hearing more than usual of Lord Brassey, and he has just entered the fold of the Union, many of them may care to see what he is like, therefore we give his portrait, and in giving it we also give some account of his career, our information being taken from the last edition of a work called “Men of the Time.” As that book was published in 1887 the account which it gives does not bring his life up to date, and in the interval has lost his wife, Lady Brassey, who died aboard the yacht *Sunbeam*, while the vessel was between Australia and the Cape, to the great grief of all who knew her. Her ladyship was a most remarkable woman, as her published books suffice to shew, and as she was a good friend to the sailors, Lord Brassey and his family had all the deeper sympathy in their sad bereavement from seafaring people. His lordship has in various ways been a good friend to seamen, subscribing liberally to various funds for their benefit, and often speaking in their behalf at public meetings, at one of which the present writer had the pleasure of hearing him a few years ago describe how he had taken certain so-called mutinous sailors out of a prison, employed them in the *Sunbeam*, and found them first-class men, simply because they were treated by him as men, and not tyrannised over as they had been by their former captain, who had got them imprisoned. By such actions as these Lord Brassey has made himself highly popular, and being one of the richest men in England, he is able to do and does an enormous amount of good. His entering the Union has naturally caused much rejoicing among Union men, and we trust that before long he will be elected a Vice-president, in which case the Union will have an able representative in the House of Lords, where Labour wants all the advocacy it can get. Here is the account of his lordship's life as given by “Men of the Time”:

Brassey, Thomas, K.C.B., first Baron, was

born at Stafford, 1836, son of Thomas Brassey, the well-known contractor for public works, and educated at Rugby and University College, Oxford, graduating in honours in the modern law and history school. He was elected for Devonport in 1865, and represented Hastings from 1868 to 1886, being appointed Civil Lord of the Admiralty in 1880, and Secretary to the Admiralty in 1884. He is the author of “Work and Wages,” “Lectures on the Labour Question,” “English Work and Foreign Wages,” “British Women,” and “The British Navy,” in 5 volumes; has published numerous pamphlets on political, economical, and naval questions. Lord Brassey began his career in Parliament by seconding a motion by Mr. Thomas Hughes in 1869 for an inquiry into the Labour Laws. In 1871 he began the first of a series of speeches on Naval Administration. The subjects dealt with have included the defence of the commercial harbours, the organisation of the Comptrollers' Department and of the Dockyards, the principal reform advocated being a more decentralised management. In treating of shipbuilding policy, the objections to extreme dimensions have been strongly urged. The question of the Naval Reserve was brought forward by Lord Brassey in Parliament on several occasions, and he succeeded in obtaining the consent of the Admiralty to the enrolment of a second-class reserve, for which the fishing population would be eligible. The present strength of the force is 10,000. He also took an active part in establishing the Royal Naval Artillery Volunteers. Lord Brassey moved for a select committee on the Euphrates Valley Railway in 1871, and for a Royal Commission on Marine Insurance in 1875. In 1879 he seconded Mr. Chaplin's motion for the appointment of a Royal Commission on Agriculture. In 1874-5 he served on the Royal Commission on unseaworthy ships, and in 1885 he was appointed a member of the Commission on the defence of the coaling stations. As a yachtsman, Lord Brassey has made many distant voyages. In 1876-7 he went round the world in the *Sunbeam*. He was the first yachtsman who obtained a Board of Trade certificate for competency to navigate as master. Lady Brassey is the author of the well-known work, “Voyage of the *Sunbeam*.” At the General Election of 1886, Lord Brassey withdrew from Hastings and offered himself as a Gladstonian Liberal for one of the divisions of Liverpool. He was defeated, and on the resignation of Mr. Gladstone's Government he was raised to the peerage.

To this it may be added that his lordship is an officer of the Royal Naval Reserve, and that he lives, when in London, in Park-lane, only a few doors from Mr. Plimoll.

CORRESPONDENCE.

A BLACK SHEEP.

To the Editor.

SIR.—Having been for many years a member of a Trades' Union (Amalgamated Society of Engineers), I fully recognise the benefits that accrue to employers of labour, who take into their service men of good standing in an accredited society in connection with the different trades and callings.

I have taken a great interest in the formation and astonishing progress of the Sailors' and Firemen's Union. Against rather indirect orders not to do so, I have resolved to give the preference to Union men when requiring hands. I consider it will be the duty of masters, officers, and engineers, who have the interest of the Union at heart, to report in some form or other cases of wilful inefficiency, or serious misbehaviour, on the part of members of the Union who may be under them, in order that it may attain to the high standard the Union has set itself to work out in providing efficient and respectable men. Such being my sense of duty, I beg to report a case in point. On September 16th I shipped a fireman, a member of the Union, who turned out to be anything but efficient or respectable. We sailed for the Mediterranean, and before we were many days out I could see my man would not kill himself working over much; then there were complaints from the other firemen about half-cleaned fires, &c. As he had been some years at sea and knew better, I spoke to him quietly, with very little effect, he taking it quite easy. Perhaps he wanted a row and a lot of bluster, in order that he might show off a bit. However, he did not get a chance to do so, that not being my way. I believe, sir, that if you treat those under you as men and reasonable beings of the same order as you are yourself, and not as some inferior animals, and also leave something to their honour, as men, you can get along pleasantly and get more work done and more respect to yourself than you would if always making a row. Such has been my experience, only there are men who have no manliness about them. They are the exceptions, and, of course, prove the rule. On our arrival at Valencia on Sunday, September 29, the firemen and sailors went ashore and had some wine (sic), I suppose, for my friend attempted to shew the superiority of British bone and muscle over Spanish steel; consequently three firemen and one sailor got locked up. They were not liberated till the middle of next day, so, of course, I had no hands (having only three firemen and a donkeyman) and a good deal of work to do. We turned to on Tuesday morning and had to work all that night in order to get the boiler finished, steam being wanted on Wednesday afternoon. I paid the men overtime for the night, which made up their day's pay and something over. When the fires were under way I gave the men some money and let them go ashore to get provisions (being weekly), not dreaming they would indulge in the wine—or whatever it is they got—after the experience they had. However, I reckoned without my host, for my friend was so drunk that he was not able to take his watch that night or next day, and one of the others had to be put in irons.

On our arrival in London, the first night this brave fellow came aboard late, and raised all hands by tearing around the deck with an open knife, going to do for somebody or everybody. Next morning he was going to leave, and, as no one objected, I made out a list of his cash drawn; also one of the overtime due him. These I shewed him, and he was satisfied they were correct. They were then handed to the chief officer, who made out his account of wages. By some inadvertence, the chief officer added £1 to the overtime that was due to him more than shewn on the list made out by me. This honest fellow did not point out the mistake, but took the account to the shipping office, presented it to the master, was paid, and quickly cleared out.

Now Sir, if men carry on as this one has done, under cover of the Union, it will bring discredit on it, and on members who honestly wish to fulfil its ends. But if officers do their duty, by shewing delinquents up, the Union will take measures to suppress them; and I am sure that, under its rule, the old time "hard case" will disappear. Wishing success to the Union, and your interesting and valuable paper—I am, Sir, yours truly,

A FRIEND OF THE UNION.

Cardiff, October 28, 1889.

[The writer of the above letter—a chief engineer—will not allow us to give either his name or that of his ship, but we trust he will give the name of the man of whom he complains to the

Union, that such conduct which, as he says, brings discredit upon the organisation, may be dealt with.—ED. SEAFARING.]

SUPPLYING SEAMEN WITHOUT LICENCE.

To the Editor.

SIR.—The following letter has been forwarded to me in reply from the Board of Trade Marine Department, which I trust will serve as a warning to stevedores, contractors, boarding-house masters, runners, and others engaged in the shipping industry.

R. SMITH,
Sec. Leith Branch, N.A.S. and F.U.54, Bernard-street, Leith.
October 23, 1889.[COPY.]
Board of Trade
(Marine Department),
London, S.W.
October 19, 1889.

SEAMEN (HOME).

Sir,—I am directed by the Board of Trade to acknowledge the receipt of your letter of the 10th inst. with reference to the alleged illegal supply by Messrs. Henderson and McLean, of Leith, of seamen for the ship *Glencorse*, and in reply to inform you that having caused inquiries to be made into the matter they have instructed the Superintendent of the Mercantile Marine Office at Leith to call Messrs. Henderson's attention to the provisions of Section 147 of the Merchant Shipping Act, 1854, and the penalty it imposes, and to caution them against further infringements of the Act.—I am, Sir, your obedient servant,

GEORGE J. SWANSTON.

The Secretary
Sailors' and Firemen's Union,
54, Bernard-street, Leith.

SENSIBLE SUGGESTIONS.

To the Editor.

SIR.—With your kind permission I should like to make a few remarks on the report of the British Consul at Havre for 1888 on British seamen there, to which my attention has been lately drawn, which, if true, is much to be deplored. I read that "the British Consul-General at Havre, after reporting an improvement in the conduct of British seamen frequenting that port in 1886 and 1887, observes as to 1888:—'It is with regret that I must again refer to the reiterated complaints brought by British shipmasters against British seamen. Frequently in the past year have I heard captains say, 'Give me Norwegians, Swedes, Germans, but no English sailors for me.' It is not against their ability as seamen that these complaints are so often made, although there are far too many men calling themselves A.B.'s who are quite unworthy of the title, but against their drunkenness and insubordination. There are, undoubtedly, a large number of capable, well-behaved seamen, but there are likewise a large number who, by their bad conduct and grumbling at sea, make their captains' lives a burden to them, and who, when ashore, make one ashamed of one's countrymen.'" Now, sir, with your permission, I will endeavour, as briefly as possible, to find the source of those evils, and suggest a remedy; although a great deal must depend upon the men themselves, who must begin to learn to help themselves and not depend upon legislation and other aids to better their condition.

The masters themselves are greatly to blame that so many incompetent seamen are at present serving in our Mercantile Marine. If they were to act conscientiously in the matter and only report according to the behaviour and ability of the men under their charge during the voyage, and not mark all their discharges indiscriminately with a "V.G." it would have a tendency to check a deal of the insubordination and drunkenness complained of. The seamen would soon find a difficulty in procuring employment if their discharges were marked "D" (decline to report), and would make them more careful not to deserve such a mark. The Board of Trade officials also are not entirely free from blame in the matter of the competency of seamen shipped at their offices throughout the country in not enforcing the rule as to shewing four years' sea service before being allowed to sign as an A.B. During the recent strike of sailors and firemen at Liverpool hundreds of the refuse and outcasts of all trades were drafted into the Mercantile Marine, through the combined agency of the masters, shipowners, and the Board of Trade officials. These creatures now pose as competent seamen and firemen by simply making a single voyage, and on their return

receiving a V.G. discharge for competency and good conduct, the masters themselves thus creating the evil of which they are never weary of complaining. I have sufficient confidence in my countrymen yet that, given fair wages, humane treatment, and a fair scale of provisions upon which a man can live and do his work, there is no need to look abroad for men to man our Mercantile Marine. Make the service worth being in and Englishmen will not be wanting to man English ships. As rightly observed by our general secretary in one of his speeches at Cardiff, "It was not a question of obedience, but a question of cheapness." Unfortunately the latter part of the report is to a certain extent too true, but exaggerated. A remedy, I think, might be found for a deal of the drunkenness and misconduct in foreign ports complained of, if the Board of Trade could only see their way to extend to the Continental ports the system of "transmission of wages." In a letter to the *Times* it was recently stated: "In Dunkirk alone in one year the sum of £38,000 was paid in wages to British sailors, thus paid off amongst foreigners to find their way home at their own personal expense, to the various ports of the United Kingdom." The interval between leaving their ships and receiving their wages is a fruitful source of much of the evils complained of. A twofold object would be gained by extending the system of transmitting wages home from Continental ports: the removal of the seamen from the alluring temptations and vices of foreign ports, and the starving of the renegade Englishmen and crimps who form a living out of them. Hoping you will be able to find room for this in the hold of your good ship *SEAFARING* as general cargo, without infringing the law against overloading, I beg leave to remain, yours in unity,

F. W. YOUNG,
Humber District Secretary.

MATES' AND DONKEYMEN'S WAGES.

To the Editor.

DEAR SIR.—I see in last week's *SEAFARING* that G. F. Lucock refers to mates' and donkeymen's pay. I have just completed my third Baltic voyage in a West Hartlepool boat. This year I was acting as chief officer; my wages were £8 per month. Now, at the completion of each voyage our donkeyman's pay, with his overtime, exceeded mine, and this is not an exceptional case, more power to them; I do not begrudge them what they get, but they may thank their Union for it, for owners, as a rule, would not pay such money to donkeymen if they could get out of it.

Many of my brother officers have had to do the same as I have to obtain our certificates, namely, put up with a good deal of cheseparing at the time, and for what? (I must leave that for an able hand to point out.) But referring to my own case, at the age of 14 years I went to sea, and after knocking about in various ships for a period of eight years, I found myself landed in *Matrony Bay*. Marrying a sensible girl, she persuaded me to try to get a certificate. It was the proper thing to do in Sunderland at that time, she said; and I had every reason to believe her. It's a wonder she married me at the time without one, they were so popular. But she did—God bless her!—and a hard pull we have had ever since. After a period of another eight years I find myself in possession of a master's certificate of competency, but having no friends interested in shipping I have been glad to sail in either capacity—mate or second mate—to keep the wolf from the door, and at times it has taken us all our time; for now and then I have been out of employment, and that is the time when the pinch comes.

But, brother officers, rally round. We have a Union now, as well as the sailors and firemen, and with the help of our little craft *SEAFARING* to air our grievances, and the assistance of our worthy secretary, Captain G. Lucock, I hope we shall soon be in a position to demand our just rights as officers of ships.

We cannot all get commands, but what we want is a decent wage, so that our families may appear respectable and be able to live and keep out of debt; and that is what a great many cannot do at the present rate of wages, without you are lucky enough to be always in employment. Trusting I have not encroached too much on your valuable space,—I remain, yours in unity,

FLYING FISH.

JUSTICE VERSUS AVARICE.

To the Editor.

DEAR SIR.—So much having been said of late regarding the prevailing avarice of the shipowner against "Poor Jack," I would feel obliged for the insertion of the following case to shew the things practised by a cer-

tain class of shipowners upon the seafaring community, which have, from time to time, been so ably enumerated through your valuable columns. On February 23 last (whilst serving on board of the steamship *Billow*, of West Hartlepool, owned by Messrs. Jackson Bros. and Cory, 6, Crosby-square, London, E.C.), at 5 p.m. we noticed signals from H.M.S. *Himalaya*, homeward bound, requesting us to come closer as they had something important to communicate. We immediately bore down on that vessel and were informed that a steamer was in need of assistance 12 miles distant and bearing W. S. We proceeded in the direction indicated, and sighted the steamship *Hexham*, of North Shields, with machinery broken down. We agreed to tow her into Lisbon, and at 6.30 p.m. got tow-line aboard of her, proceeding at 8 p.m. with our charge, steering N.E. by E. At this time the weather was moderate, but barometer falling rapidly. At 7 a.m. the following morning parted tow-line, but put it out a second time and arrived in Lisbon 11.30 a.m. When spoken by H.M.S. *Himalaya*, Cape Roca, bore NNE about 24 miles distant, and upon arriving at steamship *Hexham*, Cape Espichel, bore east about 26 miles distant.

At 2 p.m. on the following day, February 25, we left Lisbon on our voyage to Port Said, actual detention of ship amounting to 45 hours, for which the owners, Messrs. Jackson Bros. and Cory, deduct the sum of £178 as expenses out of £500 awarded to them as salvage by the owners of the ss. *Hexham*. But this is not all, for they further deduct from the remaining £322 the sum of £241 10s., thereby leaving a balance of £80 10s. to be divided among the members of the crew. This means that Messrs. Jackson Bros. and Cory have appropriated the munificent sum of £419 10s. to themselves and graciously awarded the enormous sum of £80 10s. to the captain, officers, and crew for services rendered to the steamship *Hexham*. What a grand concession to be sure. I will endeavour to convince the public as to the avarice of this particular class of the shipowning fraternity, by the following items :—

	£ s. d.
Messrs. Jackson, Bros. and Cory (the shipowners) ...	419 10 0
G. R. Douglas, Captain ...	26 16 8
J. P. Sharp, Chief Mate ...	3 16 8
J. Scott, Second Mate ...	2 19 0
C. Russow, Boatswain ...	2 7 4
W. Laws, Steward ...	3 1 4
W. Brooks, Cook ...	2 9 0
M. Barton, Seaman ...	2 3 6
O. Johnson, Seaman ...	2 3 6
L. Knock, Seaman ...	2 3 6
J. Harrison, Seaman ...	2 3 6
J. Reese, Seaman ...	2 3 6
J. P. Davis, Chief Engineer ...	7 5 8
J. Armstrong, Second Engineer ...	5 5 4
G. W. Robinson, Third Engineer ...	2 19 0
R. Muller, Donkeyman ...	2 11 10
J. O. Brien, Firemen ...	2 5 8
E. Shine, Fireman ...	2 5 8
E. Baggs, Fireman ...	2 5 8
J. Hall, Fireman ...	2 5 8
E. Steer, Engineers' Steward ...	0 18 0
£500 0 0	

By the above items it will be seen that out of the £80 10s. awarded to the crew the captain's proportion is exactly a third of the amount, viz., £26 16s. 8d., leaving a balance of £53 13s. 4d., of which the chief engineer receives £7 5s. 8d.; chief mate, £3 16s. 8d.; second engineer, £5 5s. 4d.; second mate and third engineer, £2 19s. each, leaving a balance of £31 7s. 8d. for the other 14 members of the crew. This I may state is also divided unfairly; for the cook, who had never been to sea previous to joining the ss. *Billow*, three or four months previous as an engineer's steward, is awarded more than the boatswain, able seamen, or firemen, viz., £2 9s., through having patrons who were interested in the employ. I have given these items to illustrate that our complaints against various shipowners are not without foundation or actuated by malice, but are candid facts; and I challenge Messrs. Jackson Bros. and Cory to refute any statement contained in this letter. It is almost time the legislators of this country endeavoured to frame laws for the protection of the seamen of the British Mercantile Marine against such treatment, and I hope the day is not far distant when those in authority at the Mercantile Marine offices throughout the United Kingdom will not only owe their positions to the shipowners, but to the seamen's influence also; then our grievances will be equally considered with those of the shipowner. I could give much information regarding the one-sided action of those in authority at the Cardiff and Penarth

shipping offices if time and space would permit, but I will never fail to put it to the best use possible at the first favourable opportunity.

Before drawing to a close, I may state that the majority of those who were discharged from the ss. *Billow* at Penarth, and to whom salvage was due, were either illiterate or of the foreign element, and those who remained in the vessel kept themselves quiet in order to be retained in the service of Messrs. Jackson Bros. and Cory. Hence myself being the only one to express my views on the subject. Several were dissatisfied, but had not the stamina to make it as widely known as possible. I therefore wish to conclude, hoping the National Union will take up this case; and, wishing you every success with your "champion of the seamen's cause,"—I remain, yours in unity,

JAMES HARRISON.

Penarth, October 7, 1889.

THE SEAMEN'S JUBILEE.

Under this heading, Mr. W. J. Gray, West Hartlepool, sends the following :—

TUNE—"Marching thro' Georgia."

Shout hurrah ! for the Union, boys,
That's formed on Briton's shore,
To give us rights and justice, what we've never
had before ;
We'll conquer all our enemies,
We'll fight and ne'er give o'er,
Victory, victory evermore !

Chorus—

Hurrah ! hurrah ! for the flag that sets you free,
Three cheers, three cheers for the seamen's
jubilee,

Our Union ranks are swelling,
The tyrants they shall fall,
United we shall conquer all.

Shout hurrah ! for our General, boys,
He's leading us to war,
Such a righteous battle has never been fought
before.
God give him strength and wisdom,
And keep him brave and true ;
When fighting's tough he'll lead us through.

Shout hurrah ! for our standard, boys,
It's worth a hearty cheer ;
Whilst we pull together we never fear.
The Leek and Shamrock will stand by,
The Thistle and the Rose.
Our flag will terrify our foes.

Shout hurrah ! for our officers, boys ;
They keep their armour bright.
When they have work to do they are always
in the fight.
With such a host of warriors,
Our enemies must see
The seamen want the Jubilee.

Shout hurrah ! for SEAFARING, boys,
It is our real friend ;
It sounds abroad our grievances—not frightened
to offend.
The tyrants and ships' officers,
Who multiply our woes,
As round the world SEAFARING goes.

FRAUDULENT SEAMEN.

PROPOSED AMENDMENT TO SHIPPING ACT.

To the Editor.

SIR,—I beg respectfully to bring under the notice of the readers of your widely circulated journal the paramount necessity for some amendments being made to the Shipping Acts of 1854 and 1889.

Your readers are well aware the advance note was abolished in August, 1880, and along with it the imprisonment of seamen for not joining their respective ships on the day of sailing. It is well that imprisonment is abolished, as in many cases the innocent suffered along with the guilty. A man may have overslept himself, or mistaken the time for leaving, but the fellow who got his note cashed and never intended sailing goes merrily on in his work of fraud from house to house. When his effects are examined they are nothing but rags! It is high time that something was done to stop this scandalous work. A new advance note has become legal, but nothing has been done by the Board of Trade in the way of checking the evil above referred to. The Act should be amended, giving power to those defrauded by this class of so-called seamen to give them in charge for obtaining board and lodging and cash under false pretences, and bringing them before the magistrates forthwith, the magistrates to have power either to order imprisonment, or issue an order for the full amount

of the debt, or both, if an old offender, the amount to be deducted from his wages on the following voyage. Of course the order would be addressed to the superintendent of our Local Marine Board. This would be a great check to all dishonest seamen, and would to a great extent put an end to the present system of intended frauds. A sailor cannot be treated like any other individual who has his home ashore. To summon a sailor is quite impracticable. He is here to-day and away to-morrow, and hence the necessity for summary measures being adopted. The shipowner is very seldom at a loss by a man missing his ship, as there are generally a large number of substitutes at the time of leaving the dock. He is not responsible for the payment of the advance note obtained by the defaulting seaman. The loss falls on the boarding-house keeper—note discounter. When a sailor deserts his ship in a foreign port for higher wages the shipowner has his remedy. When informed by the captain of what has taken place, and paying higher wages to a substitute for the passage home, the shipowner has it in his power of making good his loss when the delinquent arrives and presents his claim at the pay-office. The shipowner has his remedy for the loss incurred in the difference of wages, and he applies his remedy accordingly. Generally speaking, the shipowner suffers little loss by defaulting seamen compared with boarding-house keepers and others. The former knows his remedy, and applies it at once.

It is to be hoped that all parties interested in the welfare of our Mercantile Marine will at once join in the movement with a view to supplementary measures being adopted for the correction of the evils complained of. The proper seaman will rejoice at the change, and it cannot take place too soon.—Yours, &c.,

T. FARRICKER.

16, St. James's-street, Liverpool.

October 29th, 1889.

MR. PLIMSOLL AT GLASGOW.—A public meeting, attended by Mr. Plimsoll, ex-M.P., was held in the City Hall, Glasgow, on October 25, to consider the condition of the Mercantile Marine of the country. There was only a limited attendance. The chair was taken by Mr. Henry Tait, general secretary of the Amalgamated Railway Servants' Association. Mr. Plimsoll, who afterwards spoke, said he never addressed a meeting with greater hope of ultimate success than he did that night. The reason for this hope was that a union of sailors had now been formed, with the result that they were strong politically, and could do what they had never been able to do before. They could tender support to an Administration, and also, which was sometimes quite as important, they could offer opposition. Being strong politically, it became them to be moderate—to ask for those things only which were reasonable and fair, but having made up their minds on the subject to stick to it, and determine to have what was reasonable and fair. Some people seemed to think the organisation of sailors boded no good to the shipping interest. That was an entire mistake. It was not the interest of the seamen to injure the commercial marine of the country, and they were too wideawake to do anything in that direction. But the reform of abuses was distinctly desirable in the interest of all. In the first place, they were going for a compulsory load-line, and Mr. Plimsoll went on to contend that the load-line of 1876 was not an honest one, and had accordingly failed to stop overloading. Shipowners had better close with a load-line which allowed every ship to be loaded to its maximum carrying capacity, lest worse should befall them. If they kicked against that they might find that not bare safety, but reasonable comfort also was wanted. Mr. Plimsoll instanced a number of cases in which men had gone to sea in ships that they believed would never reach their port, and which went to the bottom of the sea with all hands. It wastime, he continued, that these horrid things were stopped, and please God they would be stopped. He had been able to do something for the sailors when he stood alone; now he had got some friends in power who would stand by him. What he wanted further was that the food put on board ships for the consumption of sailors should have the benefit of the same inspection by qualified men that food for consumption in towns had at the shambles. He meant to get into Parliament himself if he could—and, if so, he should hope to carry these reforms next Session. But if he did not go to Westminster, he had many good friends, and he felt certain that next session some good work would be done for our sailors. (Cheers.)—Mr. J. H. Wilson, of Sunderland, and others afterwards addressed the meeting, and resolutions in accordance with the objects advocated were submitted and carried by acclamation.

DEMONSTRATION AT ABERDEEN

A demonstration of the members of the Aberdeen branch of the Sailors' and Firemen's Union took place on Thursday evening, October 24. Assembling at their meeting-place in Scott's Court, Regent Quay, the seamen and firemen were joined by the men locked out at Stoneywood Works, who had marched to the city to be present at the gathering. The company at once formed into procession, and, preceded by the Oddfellows' Brass Band, they proceeded to the Northern Friendly Society's Hall, where a resolution was adopted in favour of legislation in regard to a compulsory load-line for all vessels. Previously to the commencement of the proceedings popular airs were played by the brass band, and lively tunes were also contributed by two pipers who had accompanied the papermakers from Stoneywood. Mr. William Livingstone, president of the Trades Council, occupied the chair, and was accompanied on the platform by Mr. J. H. Wilson, the secretary of the National Union of Seamen and Firemen; the Rev. C. C. Macdonald, Dr. F. M. Moir, Mr. J. C. Thompson, and several other members of the Trades Council.

Mr. Livingstone, in introducing the subject for consideration, said that although the Load-line Act had been passed the seaman found himself to-day in much the same position as he was before that law came into force. But they had now got a Union 65,000 strong, which would enable them to better bring their grievances under the attention of the public and before Parliament. They were determined to have those grievances redressed, and he assured them that the citizens of Aberdeen were determined to help them to do so. The seamen were awakening to a sense of their power, and they were resolved to use that power for their own and their country's good. The Chairman then called upon Mr. J. C. Thompson to read letters of apology for absence from the meeting. Lord Provost Henderson wrote:—"I have your letter regarding the proposed meeting as to the load-line of ships. This is a subject in which I feel a deep interest, but I am unable to come to the meeting on Thursday first." Mr. Esslemont, M.P., and Mr. Robert Simpson also wrote sympathising with the objects of the meeting, and regretting their inability to attend.

The Rev. C. C. Macdonald then moved a resolution in the following terms:—"That this public meeting urges upon Her Majesty's Government the necessity of appointing a representative committee of shipowners, shipbuilders, Board of Trade surveyors, and seamen to draft a scale of free-board in order that a compulsory load-line may be fixed on all vessels in accordance with rules to be laid down by such committee, as we are convinced that numbers of ships are overladen and founder in consequence, and many lives are lost thereby. We further urge that prompt action may be taken in this matter, so that the report of such committee when appointed may be ready in order that legislation shall take place thereon during the ensuing session of Parliament." He said he felt personally interested in the subject, as minister of the parish of Fithie, which might still be called the seaman's parish. He referred to the hardships to which sailors were subjected from a domestic point of view, and went on to speak of how they were handicapped in doing business with landsmen. They could not conduct their business, he said, as a Union without the assistance of landsmen. Speaking of the perils of the sea, he said many of the dangers to which the men were subjected were due to selfishness, greed, and avarice by a few men who were so destitute of proper principles that they could not guide their actions so as to remember the interests of their fellow-men. He then referred to the results to families and the country of losses of ships, and said that everything possible should be done to help the seamen to carry on their perilous work with greater safety. Mr. Macdonald recounted the circumstances of the passing of the Merchant Shipping Act, and was loudly cheered when he spoke of Mr. Plimsoll's action in the matter. So far as he (Mr. Macdonald) could judge, the Load-line Committee was constituted well, save in one respect, and that was that in all the 11 members there was but one man who was a practical seaman. It seemed monstrous that the Government should proceed to investigate one of the most technical questions connected with the sea, and yet that it should not have represented amply and full on that Load-line Committee the seamen who were interested above all others in the decision to which that committee should come. (Hear, hear, and applause.) But he contended that the Load-line Committee's decisions

had never been carried into effect by Parliament, and he strongly urged that steps should be at once taken in the direction indicated in the resolution. (Applause.)

Mr. James Fraser, lithographic printer, seconded.

Mr. Wilson, general secretary of Seamen's Union, then addressed the meeting. He said that seamen did not want what some people proposed to them—namely, widows' and orphans' pension funds, but they wished to have security for their lives at sea. Hundreds of ships at the present day were overladen, and hundreds of lives were lost on that account. He had himself seen ships leave harbour to face the Atlantic or the Bay of Biscay with no more than 12 to 15 inches of freeboard, and only on Sunday last he measured the freeboard of a vessel which was signed at one foot 10 inches and found there was only one foot five inches. Seamen had not the power to rebel against such injustices, because once they signed articles to go with a ship they were bound to do so, even though the ship was overladen, else they would be thrown into prison like felons. The owners had practically nothing to lose by the wreck of a vessel, but they had a good deal to gain in many cases. The ship and the freight, wages, and provisions for both the voyage out and home could all be insured, and when a vessel had sailed for a few days out of port the owner would gain more by her loss than if she made a successful voyage. Then when a ship and crew were lost the owners were not so generous as he would like to see. Even in Aberdeen, instead of acting the good Samaritan by giving a small share of the ill-gotten gain, some of the shipowners had tried to rob the widow and orphan of their just rights. (Loud cheers.)

Dr. Moir afterwards made some observations, and remarked that he would make it a question in every Parliamentary election to see that no candidate should be returned who would not support a measure to prevent the overloading of vessels.

The resolution was then carried unanimously. Mr. J. C. Thompson afterwards proposed a vote of thanks to the speakers, and in doing so stated that in the port of Aberdeen we were not strangers to overladen vessels. Indeed, a man had jocularly remarked the other day that "one vessel was so much overladen that the crew could cry down the smoke funnel." Mr. Thompson warned shipowners that in the future, in place of one eye being on the look-out for overladen vessels, there would be hundreds of eyes watching overladen ships coming into and leaving the port. (Applause.)

Cordial thanks were then awarded to the speakers, and thereafter the proceedings terminated.

MR. S. PLIMSOLL AT SOUTH SHIELDS.

Under the auspices of the South Shields branch of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland a meeting was held last Monday night (October 28) in the Free Library Hall, Ocean-road, South Shields. The object of the meeting was "to take into consideration the appointment of a representative committee to fix the compulsory load-line of all ships trading out of British ports, and to discuss other matters of interest to the seafaring class." Previous to the meeting a considerable number of the members of the branch, headed by Mr. S. Plimsoll and other gentlemen, and the band of Green's Home, paraded the streets. Several banners, bearing appropriate mottoes, were hung above the platform and at the back of the hall. The hall was about three-parts filled. Amongst those present were: Mr. T. Watson Brown, B.A., LL.B. (chairman), Mr. Samuel Plimsoll; Mr. J. H. Wilson, general secretary; Mr. W. M. Maxwell, assistant secretary; Mr. R. Jacks, solicitor; Mr. J. Longin, Mr. J. W. Wright, Mr. W. J. Marshall, Mr. George Cowie, Mr. J. Hunt, Mr. T. Connolly, and Mr. T. McEvitt, Executive Council; Mr. G. T. Lucock, and Mr. J. Castles. The Chairman, in opening the meeting, spoke in high terms of Mr. Plimsoll's work on behalf of the seamen, and said that if he was called a fanatic his fanaticism was absolutely unselfish. The object of Mr. Plimsoll's life was to save the lives of his countrymen, and the reward of his career was that lives were saved. (Applause.)

Mr. Plimsoll, on rising to speak, was received with great enthusiasm. He congratulated the meeting with all his heart on the circumstances under which they were met that night, for he re-

garded the cause of the sailors as on the threshold of a development which would not only give them

GREATER SECURITY OF LIFE,

but would enable them to spend those lives in a considerably higher degree of comfort than they had ever yet experienced on board ship. (Applause.) What was it, he asked, that they wanted for the sailor? They wanted a great number of things, but they were fully aware that they could not hope to get them all at once or in one session of Parliament. There were subjects that required careful cogitation and examination by men of special knowledge. One of these was overloading. That had been determined by one of the best committees ever empanelled. Another was

UNDERMANNING.

He was glad to hear that their society was going to try its hand at remedying that matter without the aid of Parliament. (Applause.) If they did manage to remedy it, it would, no doubt, be done very much better than Parliament could do it. (Hear, hear.) Then there was the topic of the survey of structure—to see that ships that were worn out and rotten should not be allowed to go to sea without such substantial repair as would make them safe, and if they were too far gone for that they should be broken up. (Applause.) Next came a subject which he believed to be at the root of all the evil which afflicted the seamen, but it was one that would require very ample consideration—he meant insurance. It was well known to the people he was addressing that ships were sometimes voluntarily, designedly, and

WICKEDLY CAST AWAY

for the sake of the insurance money. (Applause.) The fifth topic which required their treatment was that of the future government of the mercantile marine of this country. At present the government of the mercantile marine was only a minor department of a minor department. But if they considered the number of sailors employed, their mercantile marine was many times larger than several of their colonies to whom they granted representative Governments. And yet the 200,000 or 300,000 men who constituted Britain's merchant navy had

NO REPRESENTATION

for their interests, their comfort, and their lives. (Applause.) There were other minor points in their programme which they meant to deal with. These, he pointed out, were—the proper inspection of food, the proper inspection of seamen's lodgings and accommodation, and the extension of the Limited Liability Act to seamen. These things he contended were reasonable, and what was reasonable they would have. (Applause.) He said that with greater hope and determination than ever now that he had a

POWERFUL ORGANISATION

behind him. (Applause.) He felt no longer as the voice of one crying in the wilderness; he should not find it necessary to go mad in the House of Commons. (Laughter.) If obstacles were thrown in his way he should be able to turn to the army at his back and say, "Come one, come all," and they would attack the seats of every member who opposed the sailor without reasonable cause. When members of the House of Commons realised that

SAILORS WERE A POWER

in their constituencies they would begin their canvassing by telling them what they were to do for them. Hitherto sailors had been detached, and their just claims had been put aside. But now that they were strong he urged them to be moderate in their demands. They should take their time in deciding their line of policy. They should draw the details of their first bill themselves, saying what they wanted, and then ask the Government either to take up the bill as it stood or give facilities for its discussion. He did not in the least doubt what the vote

IN THE HOUSE OF COMMONS

would be. Parliament was so fettered by standing orders that it was one of the most difficult things in the world to get the House to pronounce upon any given issue. They had to raffle for it, just as workmen raffled for a goose at Christmas. (Laughter.) But they would stick to their measure, and when the House of Commons found that they were a power in the land it would suspend the standing orders. After reiterating that their demands should be made in a spirit of moderation, and shewing that it was not to their interest to injure the mercantile marine of the country, he proceeded to speak at length on overloading. He cited several cases, and went on to say that

THE LOAD-LINE

granted to him in 1876 was a sham, a delusion, and a snare, since Mr. Norwood had actually got

Parliament to consent to make it optional to the owner of the ship to determine where the load-line should be put. They wanted the load-line as a check upon shipowners, but what, he asked, became of the check? It had certainly diminished overloading; but it was far from being an efficient check on overloading. Mr. Rothery, the late Wreck Commissioner, said that out of 65 cases of missing vessels the court had inquired into from 1880 to 1884, 30 were found to have been caused by overloading, and out of the 83 vessels which had foundered 30 had been the result of overloading. If his load-line had been adopted none of these vessels would have gone to the bottom. (Applause.) He contended that the load-line had been generally approved of even by shipowners themselves, for the owners of 2,300 ships had had the load-line put upon their vessels. But that did not prevent overloading, because the people in the habit of overloading would not put the load-line on their ships. There were 6,630 ships which should be marked with the load-line and were not; that was where they took the matter up. (Loud applause.) Mr. Plimsoll concluded by drawing a graphic picture of the effects of overloading, of the struggling seamen in stormy weather, and of the

AFFLICTED WIDOWS

and orphans left to mourn at home, winding up his speech by repeating an extract from Byron on Shipwreck. When Mr. Plimsoll sat down the meeting rose *en masse*, and cheered him lustily for nearly a couple of minutes.

Mr. Wilson, the secretary of the Union, and other gentlemen then spoke, after which the following resolution was submitted and passed with great enthusiasm: "That this meeting of the sailors and other inhabitants of the town of South Shields desires to express its most emphatic opinion that the time has fully arrived when the loadline, as ascertained and defined by the Loadline Committee, and which has already been adopted voluntarily by the owners of 2,300 ships, should be made compulsory upon all shipowners."

The meeting closed with the usual votes of thanks.

SUNDAY WORK IN COLONIAL HARBOURS.

[BY COMMANDER WILLIAM DAWSON, R.N.]

Great evils accrue to the crews of cargo ships from the prevalent practice in many foreign and colonial ports of unnecessary Sunday labour in transhipping cargoes. It is a common saying among British merchant seamen on the Indian Ocean that there is no Sunday for such crews east of the Canal. But in many Mediterranean and other foreign and colonial ports the British flag is similarly discredited. There is consequently never any united worship of Almighty God on board these Sunday working ships, for captains cannot, in conscience, conduct Divine services at sea where crews have been unnecessarily harassed in harbour by working cargoes for gain on the Lord's Day. Therefore discipline has to be maintained without the sanctions of religion, and much unhappiness, brutality, and misconduct often result. Respectable British seamen and firemen will not serve under such employers, and destitute Englishmen, heathen Asiatics, and other foreigners who will put up with such treatment have to be engaged. The leaven of respectability and nationality being thus lost, many crews in those distant seas are reputed to be of bad character, and ill-disciplined, morally contaminating not only one another, but even the heathen inhabitants of countries which they visit, to whom they convey loathsome diseases, the outcome of vice, bringing disgrace upon the Christian name and the British flag. The River Chaplain at Calcutta writes: "Ninety-nine out of every hundred cases of desertion in the East are caused by the unbearableness of the lives the men are called upon to lead on some of the ships. . . . It is in a foreign port that the evil abuses of the service are exhibited in their worst forms." The ship is "like hell," writes a young seaman from a British forecastle in the Pacific Ocean. A letter says: "Permit me through you, to command to the notice of the Missions to Seamen the barque (say) *Midlandshire*, and especially a lad in its crew named (say) Charlie Macbee. His mother, whom I know very slightly, is very anxious about her son, for his surroundings appear to be unusually evil. He writes to her that the ship is 'like hell'—no token of religion from year's end to year's end. One of the sailors tried to improve matters, but his efforts were promptly stopped. The ship was last heard of at Iquique, Chili. Charlie Macbee is, I believe, of

somewhat gentle birth, but his mother is in a friendless condition."

This fruitful source of discomfort and discontent, of illtemper and disobedience, of moral degradation and misery to seamen, and of disgrace to Protestant Christianity and to the British flag, seems to obtain largely in the Crown Colonies. Merchant captains and officers frequenting Hong Kong Harbour have recently petitioned the Governor, pointing out their own helplessness to resist Sunday work afloat and all its degradation, without some general enactment equally binding on all ships of all nations using that port. The Seamen's Chaplain for Hong Kong Harbour, in connection with the Missions to Seamen, understands that the Governor personally favours the Day of Rest for sailors. But in the long distance from home public opinion, the power of competition is on the evil side, and Sunday work afloat with all its miseries still continues.

Where revenue dues are payable, cargoes cannot be discharged or embarked in the absence of Custom House officials, and as the Custom Houses are closed on Sundays, seamen cannot so easily be put to unnecessary and heavy labours in connection with the cargoes on the Day of Rest. But in the Crown Colonies of the East there are no dues levied, hence there is more Sunday labour and less worship in the Christian ports of British Hong Kong, Singapore, and Penang, than in the neighbouring harbours of heathen China. This heartless grind of a greedy competition in making haste to get wealth gives a nautical application to the Apostle's caution, "They that desire to be rich fall into a temptation and a snare, and many foolish and hurtful lusts, such as drown men in destruction and perdition."

Whatever the cause, frequent and sore complaints reach the Missions to Seamen of the prevalence of unnecessary Sunday work and discontent in foreign and colonial ports; of respectable British seamen and firemen avoiding those trades; of the absence on board many cargo ships of habits of devotion such as, under the crosses of St. George and St. Andrew, should be connected with the Day of Rest, and of the consequent degradation and demoralisation of the residuum of mixed nationalities who make up many merchant crews in distant waters. Meanwhile, the conduct and moral character of British men-of-war's-men frequenting the same seas are, under fair treatment, quite as high as those of their comrades nearer home.

INSTITUTE OF MARINE ENGINEERS.

A meeting of the Institute of Marine Engineers was held on October 19, in the Langthorne Rooms, Stratford, presided over by Mr. James Adamson (hon. sec.), when Mr. Joseph Williams read a paper on "Forced Draught."

The Chairman introduced Mr. Williams as a member of the institute, who had come from Birmingham in order to read the paper he had prepared, a proof of the interest he had in the institute. Mr. Williams began his paper by commenting briefly on the several systems of "forced draught" which have been tried—the steam jet and induced draught, cold blast, hot blast, and the closed stoke-hold. The first of these was not further referred to as being inapplicable marine boilers, considered in relation to the various questions necessarily involved, especially in these days of high pressure; at the same time it may be held that other appliances besides the steam jet are available for induced draught, as by an exhaust fan or other appliance, and it may be worth further investigation, as this system has much to recommend it. The Ferrando system, which is in use in many steamers in America, and in several which have been built for the Italian Government, the air being supplied under pressure to the ash-pits; of this system there are many modifications and claimants for various minor improvements. The objections to the cold blast and the closed stoke-hold are many and grave, some of these are capable of removal by arrangements to counteract them, but taking into consideration the "human factor," the closed stoke-hold system is not the best.

The introduction of cold air into the fire-boxes through the furnaces, when cleaning the fires, has been partly overcome in the *City of Paris* by having dampers fitted in the smoke-boxes, but here it comes to be almost a necessity—to ensure the firemen attending to the use of the dampers—to have an engineer standing by to see that the dampers are closed, and thus minimise the amount of cold air admitted to the back ends of the furnaces when the fires are being cleaned. The heating of the air

before being introduced to the furnaces was considered by the author of the paper to be the best he had seen, and he had seen or had experience of many steamers fitted and sailing in various parts of the world with "forced draught," and applied with various results; in some cases of perverted ingenuity the amount of coal consumed was increased, and, at the same time, the vessel was driven at a less rate of speed with forced than with natural draught. In his experience he had found that the system introduced by Mr. James Howden had given excellent results, where attention had been paid to the details of working the system and common-sense and discretion had not been wanting on the part of those in charge. Some very interesting and valuable data were given from personal observations indicative not only of the excellent results which have been gained from the use of "forced draught," but of the care and attention bestowed upon the apparent trifles which go to make, when summed up, the success or non-success, of any system. A table, shewing the gain in space by the adoption of forced draught and new engines, was given by Mr. Williams, taken from actual measurement, as follows:

Name of steamer.	Dimensions.	Reduction		Per cent. reduction of boiler room.	H.P. before refit.	H.P. after refit.	Reduction after refit.
		After refit.	Before refit.				
"City of Venice"	379' x 38' x 29'	68ft.	12ft.	28%	1700	1500	10%
"Ohio"	343' x 45' x 34' 6"	70ft.	16ft.	20%	2100	1850	12%
"Austrian"	319' x 38' 5" x 32' 5"	45ft.	28' 6ft.	54%	1400	1150	18%
"City of Canterbury"	319' x 38' 5" x 29'	64ft.	16ft.	37%	1700	1350	21%
"Illinois"	343' x 45' x 34' 6"	64ft.	22ft.	38%	2200	1850	18%
"Sarmatian"	370' x 42' x 35' 6"	49ft.	75ft.	63%	2200	1850	18%
"Indiana"	343' x 43' x 34' 6"	44ft.	42ft.	67%	1650	1350	20%
"Clan Gordon"	305' 6" x 34' 9" x 24'				1050	750	30%

The animated discussion which ensued was sustained by Messrs. J. W. Richardson, J. R. Ruthven, J. McF. Gray, Sage, R. Bruce, Smith, Coubro', Hawthorn, and others, in the course of which the advantages of forced draught were considered, and the objections to its introduction were brought forward. The *New York City* and *City of Venice* were frequently referred to as examples of Mr. Howden's system, where a considerable saving of fuel had been effected without any bad results to the boilers on account of the blast. Several cases were cited where, by want of attention to details, faulty design of boilers, or defective arrangement of forced draught, bad results ensued. In summing up, the Chairman, after commenting on the results obtained and condition of the boilers of the *New York City* and *City of Venice*, which he had carefully inspected on two occasions, expressed his opinion that Mr. Howden was working on the right lines, and that with some improvements and boilers constructed to meet the conditions of forced draught, its introduction generally would be accepted without question. Improvements were required in driving the fan. The style of fan and the whole arrangement, both as regards position and delivery of air, was referred to by several members in the course of the discussion.

The meeting closed with the usual thanks.

IN THE DOG WATCH.

Our Bristol correspondent, reporting the meeting of the Bristol Branch of the Sailors' and Firemen's Union, recently said :—

" Some surprise was expressed by members that the matter of Bro. Yates' misfortunes had not been considered by conference, he having had his leg broken twice during three months, and been 10 weeks in hospital within that period, the first casualty being the result of a fracas with scabs on Prince's Pier, Greenock, last Whit-Monday, during the strike. The second time he was working on the ss. *Bellcraig* at Cardiff, on August 27th, when he slipped on the iron deck, and the leg, which had not as yet firmly set, broke in the same place. Bro. Yates is an ardent Unionist and deserves well of brother members."

The reason that the conference did not take up the case of Mr. Yates was that the programme was longer than it could get through. But that is no reason why members of the Union generally should prove insensible to the strong claims upon their sympathy and aid which Mr. Yates evidently has. Any sum, however small, will be most useful, as the poor fellow is still lame, and unable to go to sea. Mr. Fitzpatrick, secretary to the Bristol Branch, will receive contributions and acknowledge them in SEAFARING.

This is not the only claimant for aid. Mr. Byrne, the Grangemouth secretary, is, as was seen from a letter in our columns, last week, asking subscriptions for the widow of a deceased member who had not been long enough in the Union to entitle his widow to any of the funds. This case also is a sad and deserving one, and we hope Mr. Byrne's appeal may be liberally responded to, although we must say that the Editor of SEAFARING strongly objects to having subscriptions sent to him, heartily as he sympathises with both appeals. Readers will therefore oblige by sending their mite to Mr. Byrne for the widow, and Mr. Fitzpatrick for Mr. Yates. Both these cases, it may be added, serve to remind us how necessary it is that men should make provision for a rainy day.

Our poetical friend "Neptune" has again fetched port and hastens to send us from Genoa a kind letter and the following which he entitles :—" Lines suggested on meeting an old shipmate, a thorough blackleg, who has not yet joined the Union."

They tell me you're a blackleg still,
And not ashamed to shew your face,
Why, I'm surprised at you, my Bill,
Don't you think you're a sad disgrace?

When you and I were shipmates last,
We sailed together in the *Owl*,
And when you were before the mast,
You always were the first to growl.

Whenever you had cracker-hash,
You were upon the steward's track,
And swore his nose that you would smash,
For robbing you of your bare whack.

When kept up in your watch below,
Or when you had a drop of drink,
A daring chap you used to growl,
And wish'd the good ship *Owl* might sink.

You talk'd about the rights of man,
And often wish'd you had the power,
You'd have things on a proper plan,
Still you're a blackleg to this hour.

But things have altered since those days
When we were shipmates, Bill, together,
A mighty Union has been raised,
That now will brave the fiercest weather.

When both of us signed in the *Owl*,
Wages per month were two pounds ten,
We've no occasion now to growl,
They're raised a pound per month since
then.
Now Bill, what excuse can you make ?
Why not at once the Union join ?
Half a sovereign ! I'll dare stake
You'll say you have not got the coin.
Last week you were upon the spree,
Treating girls and boarding masters,
Perhaps, when next you go to sea,
You may suffer sore disasters.
It's no use growling when at sea,
About burgout and dandy-funk,
Maggotty bread, and birch-wood tea,
Rank rusty pork, and hard salt junk.

For when you get your pound and pint,
You know that you can claim no more,
Which clearly proves it is your point,
To better these things when ashore.

What must that good man Wilson think,
To see an able man like you,
Squandering your money all in drink,
And not yet joined the Union crew ?

Look at the noble work he's done,
And still is striving more to do.
Why, all your shipmates will you shun,
If you don't join the Union crew.

Now, look here, Bill, take my advice,
And go and join without delay,
Seven and sixpence is the price
That new-made members have to pay.

If common sense you do not lack,
Why surely you must plainly see
A grand investment it must be,
That pays each week five shillings back,
For paying five pence weekly fee.

NEPTUNE.
A member of the S. Shields Branch.

"The Ship's Surgeon of To-day," is the title of a 46-page pamphlet, written by Dr. Leet, Medical Officer to the Bootle Branch, and published at 116, Derby-road, Bootle, Liverpool, the price being sixpence. It is a very interesting record of the way in which a skilful, sensitive, and humane gentleman can be persecuted and boycotted by persons dressed in a little brief authority. Had Dr. Leet sent us his story in manuscript we would gladly have made his complaint public without charging him a penny. As he has published it in pamphlet form at his own expense, we trust that it will have a large sale, and that the representative organs of the medical profession will take up his case and endeavour to see justice done to him.

Dr. Leet ought not to be left to fight single-handed for the rights and dignity of so noble a profession as that whose aim is the alleviation of human suffering. He ought to have the sympathy of his professional brethren. If that were properly extended to him, the shipowners who have boycotted him might be taught a lesson that would benefit not only ships' surgeons, but ships' crews and passengers, and even the owners themselves.

Dr. Leet will, we hope, on some future occasion publish an account of all that is expected of ships' surgeons, as well as an account of the sort of men they usually are. We have the greatest respect for the surgeon's profession, and in passenger ships the surgeons are usually competent men. But we have seen in whalers—where there were no passengers—engaged as "doctors" to look

after sailors, youths whose qualifications often were that they had swept out a druggist's shop for a few months or had been medical students for a session or two. It is more than a year ago since we called attention to the fact that, while the medical men engaged as surgeons aboard passenger ships must be duly qualified, the Board of Trade does nothing to prevent utterly incompetent men from going to sea as "doctors" in ships where there are no passengers. In the Scottish medical schools it has long been the custom for students short of cash to spend the summer as "doctors" aboard the whalers, experimenting on the crews. This is a very convenient arrangement for the impecunious student, but very much the reverse for the unfortunate shell-back.

Parliament has placed restrictions upon vivisection in the case of dumb animals, but the unfortunate seaman can be vivisected to almost any extent that the "doctor" of British whaler likes. There is only one consolation about this anomaly, and that is that these so-called doctors are, as a rule, drunk the most of the time as to be incapable of much harm to any one except themselves.

The present writer remembers a case in which a properly qualified doctor was called on board a whaler to see a man who had fallen from aloft and fractured his leg. The man had been attended by the youth called the "doctor" aboard the ship, and the genuine doctor discovered that although the poor fellow's leg was broken, a lotion consisting of Epsom salts dissolved in water was all the remedy that had been applied. The leg had to be amputated, and the man died, though both life and limb would have been saved had proper treatment been forthcoming at the right time.

Dr. Leet's brother-in-law, Mr. Harry Bulkeley, has just been inspired by the recent strike to write some stirring lines called "The Worker's Triumph." Here are a few extracts :—

Hurrah ! Hurrah !
The working man has won the day !
Has shown his self-respect and power,
And won the extra penny an hour,
So long withheld, so long denied
By those who sit in wealth and pride :
But work is strength,
And has at length
Well won the day :
Hurrah ! Hurrah !

Hurrah ! Hurrah !
Proud capital is warned to-day,
The rights of labour to ensure
If peace and comfort should endure :
If luxuries must be enjoyed,
Then workmen's skill must be employed ;
With pay well judged,
And not begrimed,
Fared all away :
Hurrah ! Hurrah !

Hurrah ! Hurrah !
The voice of labour seems to say,
If priced according to demand,
Let those who rule with iron hand,
Vacate at once in turn their seat,
For others willing to compete ;
And show their zeal
For others' weal
With smaller pay :
Hurrah ! Hurrah !

Hurrah ! Hurrah !
Record this day
The union of many hands,
The world-webbed cord of many strands ;
Men need not put forth all their strength,
Nor use the rope's extremest length,
If every hope
In one strong rope,
They bind to-day :
Hurrah ! Hurrah !

November 2, 1889.

SEAFARING.

7

Hurrah ! Hurrah !
 Friendship outblows afresh to-day ;
 From England's shore to distant strands,
 Through many intermediate lands,
 The sympathetic pulses beat,
 Touches of fellow-feeling meet,
 Heart cheers on heart,
 Relieves a part
 Of sorrow's way :
 Hurrah ! Hurrah !

Hurrah ! Hurrah !
 The humblest toilers of the day
 Have proved the brotherhood of man ;
 Filled up the ranks, marched in the van,
 And with the wealth which Heaven gave,
 The strength of limb, and heart to brave,
 In close communion,
 In noblest union,
 Have won the day :
 Hurrah ! Hurrah !

Hurrah ! Hurrah !
 Write down the triumph of the day !
 "The Joint-Stock Capital of Labour"—
 The poor man with his poorer neighbour,
 Sinking his individual lot—
 True model of a patriot—
 Has brought the masses
 To meet the classes,
 In face of day :
 Hurrah ! Hurrah !

Hurrah ! Hurrah !
 The right to live has won the day ;
 Has proved that none who work and wait,
 And loyally co-operate,
 Join hand in hand, and march along,
 Shoulder to shoulder, stern and strong,
 Need fear the ditch,
 But dare the rich,
 And win the day :
 Hurrah ! Hurrah !

Hurrah ! Hurrah !
 March on, ye poor ! march on ! we say :
 Strive on and win and triumph more :
 Grand is the prospect on before ;
 We think we see the toiling band
 Founding a nobler, happier land,
 Where all may dwell
 And help to swell
 The shout one day—
 Hurrah ! Hurrah !

A MATE'S CERTIFICATE SUSPENDED FOR CRUELTY.—A Marine Court sat at the Harbour Office, Hong Kong, on September 9, for the purpose of dealing with the case of Alexander Cox, chief officer of the British ship *Mauna Loa*, who was charged with assaulting Lewis Ellis, A.B., on August 29. Commander R. M. Rumsey presided, and the other members of the Court were : Lieutenant Mills, R.N.; Captain W. H. Walker, *Belgic* s; Captain W. J. Nantes, *Gualior* s; and Captain J. C. Williamson, *Batavia* s. In the course of his evidence Lewis Ellis, the complainant said : While in Hong Kong Roads I asked the captain to pay me off, but he refused to do so. He also refused to allow me to see the captain of a British man-of-war, and I then said I would do no work. The next morning the second officer having called me aft, the chief officer went to his room and got the irons and an "earring." They put the irons on me and the second officer lifted me up. They tried me up to the "gallows" by my wrists and left me hanging there with my feet about 18in. off the deck. The flywheel of the pump being close to my feet I tried to rest my foot on it, but the chief officer turned the handle so that I could not reach it. Then he took a towel and gagged me because I was commencing to cry with the pain. I was tried up for 25 minutes. At breakfast time next morning I cleared out in a boat and went to see the captain of a British man-of-war, and was then taken to the harbour master. The defendant, in reply to the president, said he did not wish to make any statement to the Court. After deliberation the Court delivered the following judgment :—The Court, having regard to the circumstances stated before it, finds as follows : That Alexander Cox, first mate of the *Mauna Loa*, Official No. 72,640, of Maitland, N.S., whose certificate of competency as master is No. 2,527, issued at Halifax, N.S., has been guilty of gross misconduct, cruelty, and tyranny towards Lewis Ellis, A.B., of the said ship, and the Court directs that his certificate be suspended for two years from this date. The Court also directs that Lewis Ellis and Robert Linde be discharged from the *Mauna Loa* and be paid their balance of wages due to the date of discharge. The Court further desires to express its opinion that so gross a case of tyranny could hardly have occurred without the knowledge and connivance of the captain, Alexander Douglas, whose certificate is No. 1,704, and we think it would be well for him to exercise more supervision over the way duty is carried on on board his ship.

SEAFARING DISASTERS.

Alice Otto s, reported ashore at Leghorn, got off after discharging part of cargo, and is now safe in harbour. Has sustained no apparent damage.

Albatross steam cutter, from Billingsgate Fish Markets, when proceeding down river Thames collided with barges *Dartmouth* and *Othello*—former coal laden, latter laden with bricks. Both cargoes sank.

Alford s, which left Hull for London, put back to Hull in tow with main shaft broken.

Alf, see *Framat*.

Astronomer s, reported ashore on the Blyth Sands, floated with the assistance of six tugs, after discharging about 80 tons of cargo into barges.

Alverton, see *Sharpness*.

Alcida, of Bilbao, which left the Tyne loaded, has returned again to the Tyne with machinery broken down, and moored at North Shields for repairs.

Baltimore. Lloyd's agent at Baltimore cables : *Baltimore* s, got off by the aid of a steamer and proceeded ; jettisoned a portion of her cargo ; damage, if any, not yet ascertained.

Barque, see *Mary and Eleanor*.

Breconshire. Lloyd's agent at Hamburg telegraphs : The *Breconshire* (British) bound hence, and the *Televisa*, from England, have been in collision at Teufelsbrucke. Both vessels damaged.

Castle Rising, see *Derwent*.

Catherine Mary, see *Kura*.

Chicago. Telegram from Antwerp states : *Chicago* (British s), for Boston, grounded in River Schelde, but afterwards got off and proceeded.

Clagan, of Barrow, from Larne for Chester, laden with iron ore, has put into Carrickfergus leaky.

Clare Castle s, reported damaged while being launched at Cardiff, has docked at Roath Basin, and will dry dock to repair.

Clio s, from Rotterdam, on fire in the canal at Gloucester. Fire confined to main hold, is feared that all the cargo in that hold destroyed. All fire engines available employed. The cargo being discharged.

Clitha. Lloyd's agent at South Shields telegraphs October 25 : The s *Clitha*, of Glasgow, loaded, in going to sea ran into the Tyne Chemical Company's hopper, *Mudlark*, doing considerable damage. The crew had to stand to the pumps.

County of Durham. Lloyd's agent at Bridgewater telegraphs, October 26 : *County of Durham* reported ashore ; docked after having discharged a portion of her deck load.

Curlew. As the *Curlew* s, owned by the General Steam Navigation Company, was going down the Thames, bound for Antwerp, weather foggy, when off Deptford Victualling Yard, came into collision with a barge, supposed loaded with pitch, causing her to sink in mid-stream, and making a hole in the port bow of the *Curlew*. The lighterman was rescued by some Deptford watermen. The *Curlew* brought up at Deptford Buoys.

Dartmouth, see *Albatross*.

Derwent. Lloyd's agent at King's Lynn telegraphs October 26 : *Derwent* s, whilst at anchor off Lynn Bar, was run into by the *Castle Rising* s, and had stem broken and three plates, as far as ascertained.

Dutch Smack. Lloyd's agent at Amsterdam telegraphs October 26 : That a Dutch fishing smack has been run down and sunk in the outer port Ymuiden by the British steamer *Granton*. All on board saved.

Esk s, reported ashore near Elsinore, has been assisted off and taken to Elsinore. Vessel examined and found undamaged. She has proceeded.

Ethel s, of Stockton for Dunkirk, has returned to Tilbury Dock, damaged through collision with *Minerva* s, for Hamburg ; latter proceeded ; damage unknown.

Fanny Schofield. Lloyd's agent at Calcutta telegraphs, October 28 : *Fanny Schofield* and *Fez Rohmann*, both inward bound, have been in collision at the Sandheads. Both vessels are badly damaged.

Favonius. Lloyd's agent at Yokohama telegraphs, October 28 : *Favonius* (British ship), from Manila for San Francisco, laden with sugar, has put into Yokohama with loss of rudder.

Fez Rohmann, see *Fanny Schofield*.

Famat. Lloyd's correspondent at Gravesend telegraphs : *Famat*, of and from Umea, laden with staves, drove athwart the *Silome* (barque), and *Alf* (barquentine), both lying moored at the Conservancy Buoys ; *Famat* has slight damage to bulwarks on port side ; other vessels both undamaged.

Gipsy Maid, of Padstow, and *Mayfield*, of Liverpool, were in collision at the entrance to Runcorn Docks. Damage not stated.

Gladys. Pilot boats *Gladys* and *Lead On No 7*, of Cardiff, were in collision off Bull Point, Bristol Channel, October 25 ; both boats sank. Crews saved and landed at Mumbles.

Glenrath. Lloyd's agent at Copenhagen telegraphs : *Glenrath* (British), Anderson master, from Riga for London, with sleepers, is aground in Kongsgedebet. A Svitzer steamer has gone to her assistance.

Greta (British s), Havre for Bruntisland, has put into the Tyne with machinery damaged.

Granton, see *Dutch smack*.

Harrogate. Lloyd's agent at Savannah cables : A fire broke out on board the *Harrogate* (British s) Cargo in forehold damaged, vessel filled with water,

and the fire extinguished. Extent of injury believed to be serious.

James, see *Winsloe*.

John Johnasson s, from Rouen for Cardiff, arrived at Plymouth with three feet of water in her hold.

Kura. Lloyd's agent at Gibraltar telegraphs, October 23 : *Kura* (British s) and the *Catherine Mary* (British schooner), of Aberystwith, were in collision on October 23, 18 miles south-east of Cape St. Vincent. The former is uninjured. The latter had bowsprit and jibboom carried away, and has been towed into Gibraltar by the *Kura*.

Lady of the Lakes, from Inverness to Invergordon, has arrived at Cromarty disabled.

Lead On, see *Gladys*.

Llewellyn. Lloyd's agent at Belfast telegraphs, October 26 : *Llewellyn* s, of and from Belfast, with cattle for Whitehaven, was in collision with *Mary Ann Jane*, of Beaumaris from Bangor, with slates for Newry, and sunk her. The latter was at anchor off Cultra, in Belfast Lough, at the time of the collision. One of her crew was drowned.

Magore, see *Toledo*.

Malta s, for Genoa, wrecked at Cape Cornwall, near Land's End. A telegram from St. Just states : Divers report vessel entirely broken up.

Mary Ann Jane, see *Llewellyn*.

Mareca (British s), from Hull for St. John, N.B., has put into St. John's, N.F., with cargo shifted. Will probably sail in four days.

Mary Ann, of Chester, from Liverpool for Dublin, laden with coals, drove ashore on Bray Beach. Crew saved.

Mary and Eleanor (schooner), from Groningen for Gloucester, cargo oats, was towed into Portsmouth with jibboom, sails, and all head gear carried away, having been in collision with a foreign barque off Owens Lightship.

Marne (British s), has put into Havre through stress of weather, and in entering collided with the pier. Stem damaged. Cargo not damaged.

Martha. Lloyd's agent at San Francisco cables : *Martha* (British barque), from Victoria for Hong Kong, has put into San Francisco leaking badly.

Mayfield, see *Gipsy Maid*.

Minerva, see *Ethel*.

Mudlark, see *Clitha*.

Newbattle. Lloyd's agent at Dover telegraphs, October 25 : *Newbattle* s, of Leith, Haparanda for Dover, laden with deals and battens, arrived at Dover. The master reports vessel stranded on Walsroarde Rocks, Gulf of Bothnia, during a dense fog, but got off apparently uninjured after jettisoning part of deck cargo.

Otello, see *Albatross*.

Princess. Cablegram from Galveston states : *Princess* (British), Liverpool, cotton, cake, took fire in port, and the fire was not extinguished until much damage was done to cargo by fire and water. Vessel received but slight injury.

Silome, see *Famat*.

Skarsno (Norwegian), from Euxine, with wheat, and *Alverton* (British s), from Marseilles, collided at Constantinople. Both slightly damaged, but proceeded.

Steam Launch. A small steam launch belonging to the Ordnance Department sank at her moorings at Gravesend.

Tasmania (tug), Watkins and Co. owners, broke down in Northfleet Hope, and was towed to Gravesend by the *Renown*.

Telesilla, see *Breconshire*.

Thrace s, Sunderland for Sulina, arrived at Plymouth with boiler damaged.

Toledo (British s) and Swedish s *Magore* collided at Cronstadt ; both vessels damaged.

Trinuria. Cablegram from New Orleans states : British s *Trinuria*, 15,000 bales loading, for Havre, took fire in port ; but the fire has since been extinguished ; 100 bales burned, 2,200 damaged by water.

Tyne s, reported, has been towed into Dover with boilers leaky.

Victory. Telegram from Santos states : Monte Videan barque *Victory*, from Rosario for Falmouth, has put into Santos leaky, and with pumps choked ; cargo reported to be damaged ; jettisoned portion of cargo.

Winsloe. A telegram from Gravesend states : *Winsloe* s, reported aground, floated. When proceeding up river off Woolwich Dockyard, sunk barge *Janes*. One man drowned.

Yoxford s, Sebastopol for Reval, arrived at Plymouth October 27 with machinery damaged.

THE starboard division of the Channel Squadron, consisting of the *Northumberland* (flag) and the *Monarch*, anchored at Spithead on Tuesday afternoon on its return from a cruise in the Baltic.

At the Dartmouth Police-court on October 29, three firemen named John Barrett, David Long, and Henry Simes, belonging to the steamship *Creole*, West India mail ship, were sent to gaol for six weeks with hard labour for refusing to continue their duties on board the vessel. The *Creole* left London, where the men shipped, on the 26th October, and when outside Dartmouth Harbour they refused to do any more work, and the steamer had to be taken into Dartmouth, causing a serious delay. The men feigned illness, but a doctor certified to the contrary.

November 2, 1889.

NOTICES.

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Mr. Maxwell, the Honorary Secretary pro tem. to the above fund, requests all collectors to be good enough to report progress up to date. Returns have been received from the following branches only, viz., Sunderland, South Shields, Goole, Birkenhead, Southampton, Liverpool, Bootle, Barrow-in-Furness, Middlesbrough, Green's Home and Grimsby. The time for lists to be sent in together with the sums collected is extended to December 31st, 1889, as many intending subscribers are abroad.

"The Ship's Surgeon of To-Day,"

BY

CHARLES HENRY LEET,

Fellow of the Royal College of Surgeons of England, &c.; late Surgeon Major Army Medical Staff; Surgeon of Bootle Branch of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland; late Surgeon in Cunard S.S. Line; White Star S.S. Line; Alfred Holt's S.S. Line; P.S.N.C. and Orient Line.

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Seafaring.

SATURDAY, NOVEMBER 2nd, 1889.

THE principal event of the week, so far as seafaring people are concerned, has been the first meeting of the new Executive of the Sailors' and Firemen's Union, who, assembling at the headquarters of the organisation last Tuesday, spent two long days and a good part of two nights in discussing or arranging various matters of importance connected with the Union. What those matters were we do not feel ourselves at liberty to particularise. The meeting was of course a private one, and to divulge its proceedings without its permission would be a breach of confidence. It was intended that the question should be put to the meeting whether an account of the business done should appear in *SEAFARING* or not, but the question was, by an oversight, omitted till too late. Having, therefore, to choose between publishing a report of a private meeting without its leave and not publishing one at all, we prefer the latter course. But this much we may say, without any breach of confidence, that certain facts placed before the meeting went to shew that the Union is even stronger, more healthy and more promising than outsiders can have any conception of. Speaking the other day at South Shields, Mr. Plimsoll referred to it as a powerful organisation, and he was fully justified in doing so. From our columns this week it will be seen that the ball which was set rolling at Cardiff is not to be neglected, and that the veteran Sailors' Champion whom we are all proud to call the President of our Union seems to have renewed his youth. Advancing years have not daunted the splendid courage with which he fought the sailors' battle. He has thrown himself again into the fray with not only all the ardour of youth but with all the experience of age and the knowledge of a specialist who has made his subject his own. No man ever engaged in a nobler or holier fight, and that the name of Samuel Plimsoll will be revered and loved for many succeeding generations cannot be doubted. Last time, fighting single-handed, he managed to do some good: this time, fighting with such an ally by his side as the Sailors' and Firemen's Union, he can hardly fail to do a vast amount more or to secure for seafaring men a large measure of that justice which they have so long been denied. Persons who want to know how many and bitter are the wrongs to which seafaring men are still subjected have but to study our correspondence columns from week to week. There they find the men's wrongs and hardships set forth by the men themselves. Some of the complaints they have to make cannot be read without deep indignation; few of them can be read without the reader learning something of seamen's needs. We rejoice, therefore, to know, as we do from a letter received within the week, that the correspondence columns of *SEAFARING* have attracted the attention of a considerable number of members of Parliament. This means that M.P.'s are finding out that seamen have wrongs to be righted, and that M.P.'s at last are beginning to wish to understand the subject. This, we think is good news for sea-

men. It indicates among other things that the seamen are making more and more powerful friends every day, and that redress cannot be much longer delayed.

NAUTICAL NEWS.

LETTERS received from Mombassa report the capture of a slave dhow, with 130 slaves, by her Majesty's ship *Reindeer*.

THE Allan Line steamer *Parisian*, which has arrived at Quebec and Montreal, left Derry on October 18, covering the distance in six and a-half days.

SHERIFF GUTHRIE, Edinburgh, has awarded engineer £40 damages for injuries received through the negligence of a fellow-workman while he was engaged working in the cylinder of a ship's engine.

Forest Fairy (schooner), bound from Boston for Foyal, sailed 65 days ago, and has not been heard of since. It is feared she has been lost with all hands. She carried a crew of 10, and had 27 Portuguese passengers.

SHERIFF ERSKINE MURRAY, Edinburgh, has awarded damages, amounting to various sums, to the parties who were in the small boat in Rothesay Bay, which was on July 29 last, run down by the steamship *Caledonian*.

The steam trawler *Star of Tay*, which sprang a leak off Milford Haven on Tuesday night, went on the rocks at Lynnes Way next morning, and will become a total wreck. A strong gale from the south west was blowing at the time, but all the crew were saved.

IT was reported at Middlesbrough, October 30th, that a number of important orders have been received by the North of England shipbuilders. One firm alone, Messrs. Rayton, Dixon, and Co., has booked an order for six large steamers, which will keep their two large yards in full swing for 12 months.

At Cardiff on Saturday, after the launch of the steamer *Cardiff Castle*, built by the Bute Shipbuilding Company to the order of Morel Brothers, the Chairman stated that South Wales shipbuilding was cheaper, and infinitely better, than the North Country work. Wages at Cardiff equalled those of the Tyne and the Clyde, and he predicted a great development in the future.

SIR JAMES N. DOUGLAS, Engineer-in-Chief of the Trinity House, London, assisted by Mr. Matthews, one of the draughtsmen to the Corporation, have just made a thorough survey of the position and bearings of the Whitby High Lighthouses, with a view to important alterations in the lights, which have for some time been in contemplation. It is stated that the North Lighthouse has been condemned on account of its proximity to the cliff, and that the new lights that will be exhibited will be five times stronger than the present ones.

At the South Shields Police-court, October 30, Thomas Knowles, a seaman, living in West Holborn, was charged with the alleged manslaughter of Thomas M. Phillips, labourer. It appears that the prisoner was lying on the bed in his house when the deceased, accompanied by his wife, came in, and from some unknown cause assaulted the prisoner in a violent manner. The prisoner retaliated, knocking the deceased down by shoving him with his feet in the chest. Deceased fell heavily, sustaining severe injuries, from which he died. The prisoner was remanded.

THE German Ministerial Bill authorising a Government subsidy for the establishment of a mail steamship service to East Africa has been submitted to the Federal Council. The measure empowers the Imperial Chancellor to grant a concession for this purpose to German contractors for a maximum period of 10 years, the Government allowing a subsidy not exceeding 900,000 marks annually. The steamers are to run at least every four weeks, the service commencing not later than 12 months after the conclusion of the contract. The selection of the ports of call will rest with the Imperial Chancellor.

THE first prize (1,000 francs) offered by the Dunkirk Chamber of Commerce to the skippers of Iceland cod-fishing smacks belonging to that port, for the best account shewing the practical value of oil in calming rough water, has been awarded to Captain Bruxelles, of the *Perle*. He recounts that in a violent storm on April 21, when the seas were breaking over the ship, which was in great danger, he filled two bags with oakum soaked in oil and hung one over the port and one over the starboard quarter. The sea calmed down almost immediately, and although there was a heavy swell, no more waves broke over the ship. He estimates that a pint and a half of oil in each sack is sufficient to quiet the sea for a couple of hours.

WILLIAM WEBB, a coloured man, one of the five firemen who were scalded on board the Cunard steamer *Cephalonia*, off Holyhead, on October 24, through the bursting of a steam pipe, expired on Sunday night. Of the five who were injured only one is alive—namely, Mr. Farlane, the second engineer, who is unfit to be moved. Mr. Cemlyn Jones, the Coroner for Anglesea, held an inquest at the Stanley Hospital last Monday on the body of Webb. Evidence was given to shew that, when off the Skerries, Anglesea, there was a tremendous explosion, and a mass of flame poured out from the furnace of the port centre boiler, together with volumes of steam from the injured boiler. The men rushed for the ladder, but all were badly burnt about the face and body. The boilers were about eight years old, and the vessel was thoroughly overhauled before leaving Liverpool. A verdict of death from injuries by scalding was recorded.

IN connection with the notices given on October 3d both to Wear and Tyne employers for a 10 per cent. advance all round on piece and time rates, a conference between the employers on these rivers was held on October 25th at the County Hotel, Newcastle, when all the works on both rivers were fully represented, the deputation from Sunderland comprising Mr. O'Neill, the district representative, and three of the workmen; while the Tyne deputation was headed by Mr. Keith, who was accompanied by three of the workmen of that river. After an hour's discussion, the following settlement was arrived at, namely, 1s. per week all round to plasters, flangers, riveters, caulkers, and holders-up, with 5 per cent. on piece prices, to commence on the expiration of the notice, October 30, and another 6d. per week increase to plasters, flangers, riveters, and caulkers on the first full pay in January next. The Stockton shipyard men met in the Tannant-street lodge-room, at Stockton, on Friday, to consider the employers' offer of a 2 per cent. advance to the Tees district men from the 1st November, and an offer of 5 per cent. advance to the Tyne and Tees men generally from the first full pay in January.

THE Union Company's steamer *Dane* (formerly the Peninsular and Oriental Company's steamer *Australia*) seems to have attracted considerable attention on her arrival out at Cape-town, on her first voyage from Southampton. The *Cape Times*, after giving a description of the vessel, winds up thus:—"The best feature of the *Dane* is her qualities as a sea-going boat. According to the passengers who have made the outward trip in her, "she is as steady as a house." This will undoubtedly help to make the vessel a favourite with those who are desirous of a comfortable voyage, and an additional attraction to the boat is the genial and courteous sailor who is in command, Captain Symons. The Union Company intend to make various alterations in the vessel, fitting up the cabins, saloon, &c., with electric light, and when the pending alterations have been completed the *Dane* will be able to take about 170 passengers. It is intended to keep this boat on the intermediate service, but it must not be implied from this that the ease of the passengers will be less studied by the officials. There are retiring-rooms, luxurious lounges, a smoking-room, a convenient bar, and the vessel has a 50-ton ice-chamber.

P. AND O. officers have a grievance, which "Traveller" describes in *Truth*. He writes:—

"On my voyage last month from India, I promised the officers of the P. and O. steamer I travelled by to ask your good offices in exposing a real grievance which any action on their part to alter, they tell me, would simply mean 'the sack.' If an officer or engineer engages at, say, £10 a month, he is forced to draw half his pay in India or China, as the case may be, and there is paid at the rate of 10 rupees for a sovereign; so if he wishes to remit it home he has to pay 15 rupees for a sovereign. Would it not be more honest to offer them £7 10s. a month at once? It comes terribly hard on the married men; and if you can, by a few lines, expose this real grievance you will really be helping a deserving body of men, many of whom really only find out, to their cost, the agreement they have entered into when too late."

Our contemporary says that it is really astonishing that the management of a company of the standing of the P. and O. should condescend to such dodges; asks the shareholders what they think about it; and, pending an expression of their opinion, says that all officers who contemplate joining the P. and O. service should understand that one-half of their nominal salary will only be paid at the rate of 10s. in the £.

THE SAILORS' AND FIREMEN'S UNION.

LONDON BRANCHES.

The usual weekly meeting of Green's Home Branch took place on Oct. 24, Mr. Roche in the chair. The confirmation of the previous week's minutes was unanimously agreed to, on the motion of Mr. Haggerty, seconded by Mr. Wheeler. It was reported that a man who had never been to sea, and who, of course, was not a member of the Union, had offered himself and was likely to be accepted as a trimmer on board the *Seine*, lying at Gravesend. Mr. Broomfield proposed and Mr. Haggerty seconded that the secretary (Mr. T. W. Clark) should visit the steamer and investigate the case. This was agreed to, and it may be mentioned here that on the following day Mr. Clark carried out his commission, with the desired result. He had an interview with the chief engineer, which ended in a *bond fide* trimmer being engaged, instead of the unqualified and therefore incompetent volunteer for the post. It may be mentioned that between Monday and Saturday last no fewer than 128 financial members were enrolled at Green's House, bringing the total paying membership of the branch up to 1,954. An incident illustrating the fidelity and power of Union men occurred in the Millwall Dock on Saturday last. Seven men who were not members of the Union were signed on board the ss. *Grecian*. The Union men refused to proceed to sea with the non-Unionists, and the delegate of Green's Home was promptly on the scene to aid his brother members. It appears that the company to which the *Grecian* belongs do not give advance notes, but owing to the intervention in this instance of the Union men, they were obliged to contravene this rule for once. The Unionists insisted on the seven men becoming members of the Union before the vessel started on her voyage, and the captain and his superiors, i.e., the owners, seeing that there was no other alternative, advanced the non-Union men sufficient to pay their entrance fees and cards and rules. The seven men then proceeded to Green's Home and were duly enrolled as members.

At a meeting of Tower Branch, held on October 29th, Mr. Evans in the chair, after the minutes of the previous meeting had been read and adopted, the secretary reported that 115 members had been enrolled since the last meeting. A vote of thanks was given to Mr. W. A. Allison for the letter he had sent to SEAFARING. It was proposed by Mr. F. Forbes and seconded by Mr. G. Turtle, that the delegates should place before the Green's Home and Tidal Basin members the necessity of keeping one uniform rate of wages throughout London, for whereas the sailors and firemen signed at Tower Hill for £4 5s. and £4 15s., the men at Green's Home and Tidal Basin signed for 5s. less. After a vote of thanks given to the chairman and secretary, the meeting adjourned.

At the meeting of the Tidal Basin Branch, October 25, Mr. Starkey in the chair, it was announced that 45 new members had been enrolled during the week. It was also reported that seven sailors and 10 firemen were out of employment, and that one ship (the *Tyndale*, lying at Beckton wharf) wanted a crew of all hands. Mr. Fowler, delegate to the late Congress at Cardiff, presented his report of the proceedings there, and Mr. Walsh spoke at some length on the revised rules, explaining to the satisfaction of the members some of the revised rules that some members present did not quite understand.—Mr. Clarke proposed, Mr. Walsh seconded, and it was carried, that the delegate's report be accepted.—Mr. Leask proposed, Mr. Clarke seconded, and it was also carried unanimously, that a most hearty vote of thanks be accorded Mr. Fowler and the other delegates to the Congress for the very able manner in which they did their duty.—Mr. Cowie, editor of SEAFARING, who was received with applause, then addressed the meeting on the subject of Mr. Walsh's candidature for the West Ham Town Council, urging members to use all their influence to secure his election.—Mr. Clarke moved, and Mr. Summers seconded, that the control of SEAFARING be left in the hands of Mr. Cowie, instead of being transferred, as had been suggested by a speaker at Cardiff, to the Union. This was carried unanimously.

SOUTH SHIELDS BRANCH.

At the usual weekly meeting of the South Shields Branch, October 26, there was a good attendance of members. After the secretary read the minutes, which were approved of, complaint was made about the cashing of notes to some and not to others by Mr. Blandford, which was explained to his satisfaction. A complaint was made against Joseph Bugton, cook of the *Edmund*

Kay (barque), of Newcastle, who failed to join his ship at the proper time, as a true Union man ought to do, to the great inconvenience of the crew and officers, and it was moved that he be fined 5s. and receive no benefit from the Union till the fine be paid. Then the question of the officials' salaries was discussed. After considerable discussion it was moved that the secretary's salary be 35s. per week and commission, the assistant's 30s. and commission, and the boy's 8s. per week. Carried unanimously. Then the officials were called in, and when the chairman announced what had been done in their absence, the secretary, on thanking them for what they had done, remarked that he thought that the wage question ought to have been left with the Executive, as it would save a great deal of friction and jealousy amongst the members. The assistant also thanked them for their kindness. Here the secretary announced the necessity of electing a solicitor for the branch, according to the resolutions at the conference, and he called on Mr. Robert Jacks, solicitor, who was invited to attend, and he therefore introduced him. Mr. Jacks was received with applause and explained his position as a solicitor, and also stated that he was a sailor as well as them, and that he claimed to know more of what seamen wanted than those that hadn't been to sea. He also pointed out the necessity of having a solicitor, as seamen had been looked on as an inferior class of workmen; but now that state of things was changed and seamen demanded that they shall have justice done to them. If elected, he would do his utmost for the maintenance of justice for the seafaring class, as his heart was the same as when he was before the mast as regards seamen's grievances. Here he resumed his seat amid much cheering, and it was moved and seconded that Mr. Robert Jacks be the solicitor of the branch.—[Whether it was carried our correspondent does not say.]

LEITH BRANCH.

The usual weekly meeting of this branch was held on Friday, October 25. It having been reported that the chairman, Mr. James Skinner, was unable to attend through illness, the vice-chairman, Mr. J. Bird, presided. The secretary called the roll of officers, and found that a few of them were absent, and he urged the necessity of the committee attending and shewing the members a good example. The minutes of the previous meeting were read and adopted, on the motion of Bro. Brown, seconded by Bro. Barnett. The secretary read the balance-sheet of the soiree committee, and said he was proud to have it to tell all present that it had been a genuine success, both in bringing the members together socially and in finance, and complimented the committee on the orderly manner in which it was carried on, and he hoped that the next one that came off would be held in the largest hall in Leith, as that was the only complaint, the hall was too small. The surplus, of course, as they all knew, would be handed to the funds in aid of the Mauricewood Pit Disaster sufferers. The secretary mentioned

"that by resolutions passed at previous meetings to have only one meeting night in the week, and to be on Thursdays, this would be the last time that they would meet on Friday, unless the members were inclined to alter again. A motion to adjourn the meeting, as the time was near up, being made by Bro. Barnett, seconded by Bro. Brown, it was agreed to adjourn till Thursday.

NEWCASTLE BRANCH.

At a general meeting, held at Lockhart's-side, October 18, Mr. Errington presided. The secretary read the minutes of the previous meeting, and on the motion of Mr. Nicholson, seconded by Mr. Skirving, they were unanimously adopted. Correspondence was read, including a letter from a surgeon in Liverpool asking for help for a man who had died at sea. There was a long debate on this question, and Mr. Mansell said that, seeing the man had gone to sea during the recent strike in Liverpool, and did not belong to the Sailors' and Firemen's Union, he considered they (the members) had no right to help his widow, although recognising the value of the paper sent, it would do a great deal of good to the Union and open the eyes of the public as to how seamen were treated at sea and the quality of the provisions and water supplied them. He hoped this would be a warning to all seafarers who wanted to go to sea in the place of competent men. The letter and report referred to was from Dr. Leet, F.R.C.S.—Mr. Errington spoke as to the resolution passed at the Congress that each member receive 10s. 6d. per day and all expenses be paid, and it was resolved that such be paid by Newcastle Branch Mr. Nicholson, Mr. Kennedy, and Mr. Turner

proposed and supported the above resolution. Eight sailors and 10 firemen were reported out of employment. A resolution was passed that the minutes of Monday and Friday's meetings be in one. It was proposed by Mr. Palmer, seconded by Mr. Nicholson, "That the secretary remove to Newcastle." This was supported by all members, and was unanimously carried. Considering the amount of expense that Mr. Mansell would be put to in removing to Newcastle, it was resolved to advance him the money to do so. The Wilson Testimonial Fund was ordered to stand over for a time. A vote of thanks concluded the meeting. At the general meeting held at Lockhart's-side, October 25, Mr. Randall occupied the chair. The secretary read the minutes, and on the motion of Mr. J. A. Prince, seconded by Mr. Robson, they were unanimously adopted. Correspondence was read and a debate took place on a letter from Mr. Jacks, solicitor, which related to a member who had met with an accident on board ss. *Resolute*. A resolution was passed agreeing with Mr. Jacks, that the branch do assist Robson as much as possible during the time he is off work. Ten sailors and seven firemen were reported out of employment. It was also reported that Mr. G. Jackson, during the absence of Mr. Mansell at Trades Council meeting, had misconducted himself. The secretary asked that such complaint should stand over to allow the member complained of to attend and defend himself. He (Mr. Mansell) could not agree with what had been done, but he would much rather that Mr. Jackson should appear himself as it was the principle of all Trades Unionists to defend and not to accuse each other. The complaint was then adjourned for the attendance of Mr. G. Jackson. Mr. Prince, Mr. Mackie, and Mr. McGuire strongly complained of the conduct of Mr. G. Jackson, and stated that he had been the cause of two new members leaving the room. They thought, when Mr. Mansell was away, the meeting was like a school without a master. A complaint was made that Mr. Maskey was drunk at Monday's meeting. This was allowed to stand over for the appearance of Mr. Maskey. A vote of thanks concluded the meeting.

SUNDERLAND BRANCH.

At the meeting held on Monday night a complaint was made against a member who wilfully failed to join his ship after signing. Mr. Henderson spoke at length on this custom, and said that every member ought to put his foot down on that practice, for it only gave opportunity for individuals to try and pick the Union men to pieces. The member was then fined 5s. A member also complained of the conduct of some of the members, who had fallen in arrears, in going to join the local society, whose contributions are much smaller than the National Union's. Many members spoke upon this question, and said that they were under the impression that there were arrangements being made for the purpose of federating. The secretary said there were negotiations going on, but the matter was in the hands of the Executive, which would meet on the 29th of October, so that we must wait and see what arrangements are come to. Mr. Lonsdale also gave a report of the deputation which waited upon Mr. Ditchfield, which was very satisfactory, and received with applause. The secretary also reported that 20 new members had been enrolled for the branch, besides members for other branches during the week. This branch has been in the middle of a dispute in the past week with the Londonderry steamers, but through the efforts of the secretary a strike was averted. That dispute arose through a mistake between the owner and the captains, which resulted in orders being given to the crew which ought not to have been given, and what made the situation worse was the captains tried to settle the dispute themselves after intimating to the men that it was the owner who had given orders. The most of the vessels were on a tide sail. The secretary held a meeting in the cabin on the dock side and pointed out to them in a telegram which had been received from Mr. Ditchfield, the managing owner, that they had practically agreed to the men's proposals and were willing to receive their representatives and discuss the matter in dispute. The crew then decided to take the ships to sea and leave the matter in the hands of the secretary. Mr. J. H. Wilson and Mr. W. C. Lonsdale were received very courteously by Mr. Ditchfield, on Monday forenoon, to discuss the matter; and Mr. Ditchfield agreed very willingly to the proposals which were made, and also said that he would remedy any grievance which exists in his vessels. He also thanked Mr. Lonsdale for prevailing on the men to take the vessels to sea and not detaining them, after which Messrs. Wilson and Lonsdale departed on good terms with Mr. Ditchfield.

SOUTHAMPTON BRANCH.

The Union Steamship Company are still doing a good stroke of business, as they have found it necessary to charter another steamer for the conveyance of cargo to South Africa. This vessel is now in the docks loading. The *Trojan*, which has hitherto been employed in the mail line, has been taken off, and transferred to the intermediate service. I notice that the steamers which Messrs. Day, Summers, and Co. are building for the company are making very good progress, and all round things look most hopefully for the shareholders for some time to come. The Royal Mail Steampacket Company's steamer *Moselle* is just now the scene of much activity. The vessel only arrived in the docks on Sunday morning from the West Indies, and she leaves again, Oct. 31st, Thursday on her return. This is sharp work, and is caused by the *Para* having been withdrawn to be fitted with new boilers, &c., by Messrs. Day, Summers, and Co., of the Northam Ironworks. The *Medway*, the next ship home, will not have to turn round, as the *Tagus*, which has just returned home from the Brazils, will be taken off that line and transferred to the West India route to supply the vacancy occasioned by the withdrawal of the *Para*. The extraordinary prosperity of the large companies recorded above warrants a still further increase of pay to the men, without whose services the ships could not perform their voyages. On Tuesday evening, October 29, an unusually large number of members of the Southampton Branch assembled at their own reading rooms, 80, High-street. The genial and popular chairman looked quite cheerful under the circumstances, his weather-beaten countenance beaming with true Pickwickian good nature and satisfaction. After the usual business had been satisfactorily disposed of and the previous report pronounced "true and faithful," Mr. Sprague, vice-chairman, moved the first resolution of the evening, namely, to lower the entrance fee to 2s. 6d. as formerly, as he believed that hundreds of men were excluded from joining our branch by Mr. Hale's ill-advised policy, seconded by Mr. Tizard, on June 26 last, raising the fee to 5s. prematurely. He called upon members to "walk back the winch," and reduce fee until next March 1. A seaman of the South Western Company seconded the proposition, and every member present was in accord. The Secretary begged leave to explain what he knew relative to the invitation sent them by Mr. James Lumby to go to London on Thursday, October 31st, by a special fast train, "all free for nothing." Several members present had seen Mr. Lumby's letter: "Dear Nash,—I find I can give you 25 tickets," &c., and that morning Mr. Lumby had summoned Nash to his office, and sent him over to Mr. Rowbotham for the tickets. Fortunately, Bro. Stroud, an engineer officer of the steam yacht *Jason* accompanied Nash, and heard what passed. Mr. Rowbotham said he knew nothing about it, and it was all a misapprehension, as only those could go who had saved life and held medals for bravery, &c.—Nash said although his friend Clarke, of the *Independent*, was not a "Belshazzar," no doubt he could read the "handwriting on the wall" yonder, announcing in very large text, "Grand Outing to London—for the Seamen and Firemen with medals," &c. Alas! it did not mean our humble "Leaden Stars," but medals of the Humane Society. In conclusion, Mr. Nash said no doubt Mr. Lumby, in his good nature, would make it all right by giving them a special train himself, sandwiches en route, with "beer and skittles" up in town. Several other small matters having received attention, several visitors from Cardiff congratulated the branch upon its grand success and the amicable feelings subsisting amongst its members as evidenced by the reports in the papers all over the kingdom. There are now 532 members, belonging to the (sunny) Southampton Branch of the grandest "Union" ever united in the bonds of brotherhood.

During the past week there has been some friction between the Orient Steamship Company and the Firemen's Union. Mr. Walsh, the secretary of the Union, wrote to the Orient Line demanding an increase of wages for the men in their service. In reply to this a letter has been received from the company, stating that as the Strike Committee was the stronger power, the company conceded the demands asked for. Of the various grades the donkeymen will get an increase of 10s. monthly, the greasers and the storekeepers a 5s. increase, whilst several other grades will also get a monthly rise.

A copy of the following letter to a firm of shipowners is sent us:—

"Gentlemen,—Mr. James Orman, member of this branch of the Sailors' Union, has asked me to

write to you for him. He was a fireman on board your ship *Idlewild*, and the chief engineer, Mr. Dodd, gave him leave of absence to come home in a few days, as it was agreeable to both parties for him to go again in the ship. Mr. Dodd promised to send for Orman when he required his services, and therefore the latter left all his outfit on board. But the ship has gone without him as I learn from your letter initialled I. P. before me. It appears to me to have been an oversight. Probably Mr. Dodd lost Orman's address. I shall feel obliged by your kindly writing me any information you can on the subject. Orman holds V.G.—I am, gentlemen, your obedient servant,

J. F. NASH.

The following answer to Mr. Nash from the Tower Hill Branch has also been sent us:—

DEAR SIR,—In answer to yours I have been to the owner of ss. *Idlewild*. She has gone to Grangemouth. I suppose you already know that. But the owner said he would do all he could to assist you. He states that the engineer left and a new one took his place. I enclose his address; also that the boat has been sold, Mr. Wood being the present owner. He is a very nice gentleman to speak to, and promised to do all he can to assist in getting the man's clothes or remunerate him for same.—Yours faithfully,

R. PLEASANCE.

P.S.—If you have not written to Grangemouth it would be as well to wire.

BRISTOL BRANCH.

Glorious news from Bristol this week of work done, and assistance rendered by the local branch, both to the advancement of our own particular cause, and the emancipation generally of oppressed labour. It is a notorious fact that, as an industrial centre, Bristol takes the cake as being, up to the present juncture, the happy hunting-ground and secure fastness of a set of greedy capitalists, who have feasted like birds of prey upon the vitals of the helpless white slaves they have hitherto employed upon their own terms. Able-bodied men were getting 15s. per week; and life to them, and those depending on them, was a blank, dreary hopeless prospect. But trifling circumstances sometimes develop unlooked-for results, as the sequence will shew. A number of deal runners employed upon the river-side, had the gates closed upon them one morning, upon the plea that it was too dark to start work at 6 o'clock, and were told by the manager that they must come again at 7; this would necessitate the loss of one hour's pay from the already starvation rate paid. When the gates were opened, the men very properly refused to go to work unless upon the basis of an already sealed agreement, that they should be paid from 6 a.m. until the 1st of November. Whilst this point was under deliberation by the employers, the men suddenly discovered that they were scandalously underpaid, and determined that their masters should pay the piper for their little matutinal joke, by conceding to them a fairer share of the profits of their toil. They formulated their claims upon the basis of 5s. per nine hours day, in summer, and 4s. 6d. per day in winter. It was a short, sharp, and decisive struggle, with victory for the men, with orders to start on the new terms next morning. In the meantime the dock labourers had been addressed by several representatives of the organised trades of the city, and determined to follow the lead of the deal runners. There was a more determined resistance in their case, and, to strengthen their claims, the deal runners refused to go in on the concession; the whole of the trade of the port was at once paralysed, the strike spirit spread like wildfire. The cotton factory girls came out, and, passing along the quays just at the time that a deputation of Union seamen, headed by the banner of the branch, were about to go down to the Cork boat to stop the crew working cargo, fell in behind it, and marching along, did good yeoman service in persuading the sailors not to become the tools and catapaws of the merchants in their efforts to defeat the dock labourers. After a struggle of four days' duration, the merchants, shipowners, and sweepers had to come to terms, and the "docker got his tanner," and something more, viz., half-payment for his meal hours. The seamen and riggers have benefited in this general upheaval, by advancing run money from 12s. to £1 in the case of Newport and Cardiff, from 15s. to 25s. to Barry, from £1 to 30s. to Swansea. The dock labourers have joined the National Union of General Labourers, and have pledged themselves to refuse unload any vessel employing scab crews, with the result that in three days the secretary has enrolled 70 financial members. The Bristol Steam Navigation Com-

pany, who have hitherto refused to employ Union men, have had the pleasure of being waited upon by the branch secretary, who submitted the claims of their seamen and firemen to be paid Union wages. The secretary was courteously received, and it was intimated to him by Mr. Langton, the managing director, that there was every hope of an amicable settlement. At a recent meeting of the branch, it was unanimously carried, "That the branch affiliate with the Bristol Trades Council, and that Bro. Fitzpatrick be duly appointed to represent the branch upon that body." In conformity with the tenor of this resolution, the delegate presented his credentials Thursday evening, Oct. 24th, and took his seat at the board. The order of the day was the arrangement of a demonstration, to welcome Messrs. Burns and Tillett, who were coming to Bristol on Saturday to organise the dock labourers.—The Chairman, Mr. Gregory, said that he had received a letter from Mr. John White, of the *Rose of Denmark*, complaining that after all he had done for the dock labourers, he had been left out in the cold in the preparations that were being made to receive the visitors, and asking that he might be nominated by the Trades' Council to a position upon the Reception Committee. The delegates from the Seamen's Union hereupon arose and asked if Mr. White represented any organised trade. The Chairman remarked that Mr. White's presence would be only on sufferance and out of courtesy to his request to be heard, and he had written him to attend the Council that evening, that they might hear him. Our delegate said that when the subject of Mr. White came on he would have something to say. That gentleman arriving subsequently, he was called upon by the chairman to express himself. Mr. Fitzpatrick at once arose and said he should be sorry indeed if upon this, the occasion of his first appearance upon the board, he should be the means of introducing a discordant matter but he did feel it a duty imperative upon him to oppose Mr. White's presence amongst them; it was his duty on behalf of his constituents to denounce Mr. John White as a pronounced enemy to Trades' Unionism. He had done his utmost since the opening of the branch to bar its progress, shake the confidence of the seamen of the port in the Union, and prevent men joining, and he had done so actuated by personal animosity towards himself. For six weeks previous to the branch being opened he had pestered the general secretary and E.C. with applications to be appointed secretary, but his overtures for office being treated with cold neglect, he, at last driven to desperation, resolved to carry the position by *coup d'état*. So he summoned a hole-in-the-corner meeting in his own taproom, and having by a liberal subsidy of beer reduced the mental faculties of his supporters to the level of his own notions of the principles of Trades' Unionism, had himself elected by non-members to the secretaryship of an association that he did not possess the qualification to belong to. Hereupon he issues circulars in the name of the National Seamen's Union, and signing himself as secretary, inviting the seamen to attend his meetings and enroll, and because this masterly stroke of strategy did not secure him the position he had done nothing since but malign the Union, its principles, its rules and officials, particularly himself (the speaker). There was nothing, according to Mr. White, short of murder that he (the speaker) was not guilty of. He had impugned his honour, his honesty, his integrity, even his chastity itself, which came with ill grace, even if it were true, from a man who had on a public platform defended the polygamous Mormons. He had said that he (the speaker) had received money from Lord Brassey for the seamen and appropriated it to his own use, in respect to which he would submit to the Council Lord Brassey's letter, which would shew that the money was sent to defray the expenses incurred in taking three seamen up to London to give evidence before the Royal Commission on Loss of Life at Sea; amongst the charges incurred was the repayment of Mr. Griffiths, the sailors' chaplain, who advanced the railway fares. Mr. White had aspired to a position, and a dual objection existed to his attaining to his desire. He was not a practical seafaring man, his joining could not be endorsed. After what he had told them the responsibility would rest with the Council, if they gratified Mr. White's request, for there before them stood the man who during eight months past had done his level best, by open attack, insinuation, and covert insinuation, to bark progress in organisation among the seamen of the port, and render the speaker's position untenable. More than that, there stood the man who made it

a public boast from behind the bar of his "gin mill" that he had kept 200 men in the Navigation Company from joining the Union. He was, nevertheless, glad that Mr. White had so fortunately turned up, as it afforded him ample opportunity and a disinterested tribunal to try the issue as between Mr. White and himself. Lord Brassey's letter, dated March 29, 1886, and several letters written to officials of the Union with the object of rendering the secretary's position untenable were read. Mr. John White was expelled the Council, and the following, moved by Mr. John Fox, seconded by Mr. O'Leary, was carried unanimously, "That this Council most emphatically condemns Mr. White for his attacks upon Mr. James Fitzpatrick, the delegate from the Seamen's Union of this Council, and takes this opportunity to express its sincere confidence in him in the position of trust and responsibility to which he has been appointed, and, furthermore, orders that a copy of this resolution be sent to the chairman of the Bristol Branch of the National Seamen's Union."

GRIMSBY BRANCH.

The usual weekly meeting of this branch was held on Monday, October 28, at which there was a fair attendance, Mr. A. J. Wickett, president, in the chair, and Mr. E. Evison in the vice-chair. The minutes and accounts of the previous week were read, and on the motion of Mr. G. Fisher, seconded by Mr. C. Chapman, were confirmed. The secretary read correspondence from Bristol, Middlesbrough, and the district solicitor in regard to the case of a member of the branch who had been severely injured through falling down a steamer's hold in Northumberland Dock, but who could not recover compensation through seamen not being included in the Employers' Liability Act. In the discussion which ensued on this subject the following resolution was put and carried:—"That in the opinion of this branch the most pressing demand that the Seamen's and Firemen's Union should make on behalf of its members is for the extension of the Employers' Liability Act to seamen." The secretary introduced the subject of shore gangs, riggers, and other employments for which seamen and firemen are required on the basis of the system now in vogue at Bristol, which the secretary there had been kind enough to forward to Grimsby. It was resolved to adopt the system, and, on the motion of Mr. E. Evison, seconded by J. Posson, a committee of three seamen and three firemen was appointed to draw up a scale of wages suitable for this port as to runs, tides, works, &c. Messrs. E. Sullivan, E. Evison, W. Pearson, Joseph Taddei, E. Vinson, and J. Potterton were appointed on the committee. The first meeting of the committee to take place on Tuesday, November 5th. The question of organisation of the Humber district was brought up for discussion. On the motion of Mr. J. Potterton, seconded by Mr. J. Pogson, it was resolved that the secretary request Mr. J. H. Wilson, the general secretary, to visit this district, to hold a series of public meetings, and he be requested to try and induce Mr. Samuel Plimsoll to accompany him at as early a date as possible. This was unanimously carried, and the meeting was adjourned till Monday next.

MIDDLEBROUGH BRANCH.

The usual general meeting of this branch was held on Monday last, Mr. Edward Brady in the chair, Mr. Charles Shaw in the vice-chair. The minutes of the previous meeting were confirmed, on the motion of Mr. Thomas Gills, seconded by Mr. William Mallam. A discussion then took place on some points of the Merchant Shipping Act, after some feeling being shewn. It was decided, on the motion of Mr. Mucklow, seconded by Mr. Ayton, that the secretary purchase a copy of the Merchant Shipping Act.

An Aberdeen fishing-boat was entering Lowestoft Harbour, the master fell overboard, and was drowned. He was getting a bucket of water, and as the vessel was going at the rate of six or seven knots an hour, he was dragged over the bulwarks before he could extricate the rope from his hand. He leaves a widow and three children, and a widowed mother, who was dependent upon him for support.

CHIEF JUSTICE M'DONALD, of the Vice-Admiralty Court, Halifax, Nova Scotia, gave his judgment on Monday in the case of the United States fishing vessel, *David J. Adams*, which was the first of the recent seizures for the violation of the Treaty of 1818. His lordship held that the purchase of bait and ice constituted the act of preparing to fish, and an American vessel could not do that in British waters, although she might intend to fish outside the three-mile limit.

STEAMSHIPS AND STOKERS.

The collapse of five of the stokers on board the *Teutonic* is a striking illustration of the cost at which the high speed of the Transatlantic racers is maintained. It is explained that the men who succumbed were not as strong as firemen commonly are, and it is evident that they were not so strong as the firemen who did not succumb. Nevertheless, it is only by trying that a man can ascertain whether he can stand the ordeal of four hours' work in such a furnace as the fire-room of a great ocean steamer pushed to her utmost.

It is possible that considerable improvements may be made in the ventilation of firerooms, though it is very difficult. Their position in the ship, the necessity of saving room in their construction, and the furious fire it is necessary to keep up in them combine to make it all but impossible for the men who work in them to retain their health and strength. Furnaces on land are very much less trying, because there is always an easy escape from them to the open air, and it is always easy to ventilate them by bringing a constant supply of fresh air to their doors. It is quite certain that the improvements that seem to be demanded by humanity will not be made by shipwrights until they are enforced by law. They are not likely to be so enforced until the abuses of the existing system become so great as to raise up a new *Plimsoll*, possessed with the conviction that a reform is necessary. While stokers can be hired to serve in the present fire-rooms, the builders and owners of the ships will scarcely trouble themselves about their well-being enough to make expensive improvements so as to avoid suffocating an occasional fireman to the point of fainting. With every increase in the power of engines and in the consequent speed of steamships, the condition of the firemen becomes more pitiable. It is tolerable enough in slow steamers, where the stoking is done in a leisurely way, but its discomforts increase with every increase of speed until, on board the modern racer, they become intolerable.

In fact, the modern racing steamer brings more strongly into view than any previous achievement the disadvantages of steam as a motive power. The huge consumption of coal involved in attempts to break the ocean record makes the supply of a steamer for a voyage in itself a full cargo for a sailing ship of the first class, while a vessel of considerable size would be needed to carry the supply for day. The space required for this huge bulk of coal involves a serious sacrifice in the accommodations of the ship for passengers and cargo, and the consumption of it is attended by a standing menace to the health if not to the lives of the men who handle it on shipboard. Of course a motor is inconceivable which does not consume some sort of fuel, but it is not theoretically necessary that the fuel should be so bulky, so costly, so dirty, and so dangerous as that which is now employed. Watt's invention is now something more than a century old, and though the improvements in detail have been such that he would scarcely recognise his own idea in a modern steam engine, these improvements have had the effect of bringing out more and more strongly the drawbacks of steam as a motor. The inconvenience increases with the magnitude of the engines, and the reward of an inventor who shall supersede steam is so secure and so great that the problem may well absorb the attention of ingenious mechanics the world over.—*New York Times*.

THE German Emperor visited the British fleet at Athens October 30, and had lunch aboard the flagship *Dreadnought*, when his health was drunk. His Majesty, in reply, said that he was very pleased at, and proud of, the rank which Queen Victoria had conferred upon him. "It might be supposed," the Emperor continued, "that my interest in the British navy dates from my appointment as Admiral of the Fleet, but it is not so. From a boy, even as an urchin running about Portsmouth Dockyard, I have taken the deepest interest in British ships. My inspection of the ships to-day has afforded me great pleasure, and I congratulate you on their appearance. Nelson's famous signal is not now necessary. You all do your duty, and we, as young naval nations, come to England to learn from the first navy of the world." In conclusion, his Majesty called for "three cheers and one cheer more" for the British navy, which were heartily responded to by the German officers of the suite. The visit lasted six hours, and as the Emperor returned to shore salutes were fired, while the sailors manned the yards to give their distinguished guest a parting cheer.

GOT CERTIFICATES

As Masters and Mates, week ended October 26, 1889.

Note.—Ex. C denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. SS. denotes Steam Ship Certificates.

FOREIGN TRADE.

Name.	Grade.	Examining Board
King, Jas. G.	1 M	London
Jonassen, Sars	2 M ss.	London
Renie, Wm. E.	2 M	London
Sinclair, Chas.	2 M	London
Cotter, Leonard E.	2 M	London
Wadham, Walter B.	2 M	London
Castles, Wm.	O C	London
McCarthy, Wm.	1 M	London
Lidiard, Sidney, S.	1 M	London
Thomson, Andrew M.	2 M	Liverpool
Bullen, Henry	2 M	Liverpool
Morton, Jas. Henry	1 M	Liverpool
Jones, David	1 M	Liverpool
Courtney, Martin	1 M	Liverpool
Harrocks, Wm. Henry	1 M	Liverpool
Lewis, Richd. Wm.	1 M	Liverpool
Lloyd, Jas.	1 M	Liverpool
Banister, Arthur R.	1 M	Liverpool
Lazzolo, Vincent C.	1 M	Liverpool
Le Couteur, Alfd. E.	1 M	Liverpool
Martin, Chas.	1 M	Liverpool
Moore, Jno. B.	1 M	Liverpool
Williams, Thos. R.	2 M	Liverpool
Maxfield, Fredk.	2 M	S. Shields
Hakeman, J. E.	2 M	S. Shields
Achinson, Henry	2 M	S. Shields
Appleby, Arthur	1 M	S. Shields
Smith, David	1 M	S. Shields
Orwin, Wilson	1 M	S. Shields
Bonwick, Geo. Jas.	1 M	S. Shields
Brown, Jas.	O C	S. Shields
Maitland, Wm.	O C	S. Shields
Pallant, C. W.	O C	S. Shields
Beaton, Ernest Henry	2 M	Shampton
Neave, E. H.	2 M	Shampton
Waters, Henry C.	2 M	Shampton
Bowyer, Henry	1 M	Shampton
Sanders, Ferdinand	2 M	Hull
Spencer, Geo.	2 M	Hull
Sherbon, Geo. P.	2 M	Hull
Stephens, Wm. Henry	2 M	Hull
Powell, Chas.	Master A	Hull
Evans, Joseph	O C	Hull
Cawthon, Jas. R.	O M	Hull
Davies Robt. W.	1 M	Hull
Moir, Alexr.	O C	Leith
Watson, Richd.	O C	Leith
Lockhart-Mure, Henri L.	1 M	Leith
Adams, Wm.	2 M	Glasgow
McTaggart, Jas.	2 M	Glasgow
Harper, Wm.	2 M	Glasgow
Macbeth, Peter	2 M	Glasgow
Broadfoot, Matthew	1 M	Glasgow
Moppett, J. R.	O C	Glasgow
Nielsen, H. O.	O C	Glasgow
Tabb, F. Wm.	O C	Glasgow
Gritshley, W. A. E.	O C	Glasgow
Williams, Wm.	O C	Glasgow
Miller, David K.	2 M	Greenock
Cruickshank, Alexr.	2 M	Greenock
Weir, Jas.	2 M	Greenock
Weir, Alex.	1 M	Greenock
Greenaway, Wm. Thos.	O M fore & aft.	Plymouth
Davis, David R.	1 M	Plymouth
Westerberg, Chas. S.	2 M	Sunderland
Davison, Thos. L.	O C	Sunderland
Linderup, Rolf W.	1 M	Sunderland
Thornton, Herbt.	1 M	Sunderland
Donald, Jas. Urquhart	O C	Aberdeen
Macdiarmid, Duncan	2 M	Aberdeen
Davin, J. T.	1 M	Cork

HOME TRADE.

Reilly, M.	Master	London
Beeken, W.	Mate	London
Twist, Jas. P.	Master	London
McCorquodale, Alexr.	Mate	Liverpool
Nicolson, Saml.	Mate	Glasgow
McPhail, Colin,	Mate	Leith

ENGINEERS.

Note.—Ex. 1 denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Johnson, Wm.	2	London
Simonsen, C. H.	2	London
Blackaller, Thos. Hy. B.	2	London
Clouston, Jas.	1	London
Boyce, Archd.	2	Liverpool
Butterworth, Jno.	2	Liverpool
Sharples, Jno.	1	Liverpool

Evans, Owen	1	Liverpool
North, Jno. C.	1	Liverpool
Brodie, Wm.	1	Hull
Coggan, F. Wm.	2	Hull
Smith, Alf. Grove	2	Hull
Gray, Chas. Henry	2	Hull
Smith, Henry Lee	2	Hull
Arundel, Arthur Jas.	1	Hull
Porter, Jno.	1	Hull
McLachlan, Fredk. Geo.	1	Hull
Pearson, Wm. Geo.	2	N. Shields
Ramsey, Jno.	2	N. Shields
Milne, David	1	N. Shields
McGarity, Jno.	2	N. Shields
Wright, Jas.	2	S'hampton
Hackett, Jno. E.	Ex. 1	Leith
Cashin, Timothy	2	Plymouth

SHIPS SPOKEN.

Arcturus, Rangoon to Falmouth, September 20, 9 N, 29 W, by the Ursula, at Falmouth.
Adirondack (British steamer), New York to St. Marc, &c., October 13, lat. 27, long. 74, by the Alvo s, at New York.
Andaman, of Liverpool, steering SW, October 16, 49 N, 9 W, by the Nielsine, Brinck, from Bahia for London, at Portsmouth.
Armenia (British barque), Bristol to Miramichi, September 24, 50 N, 41 W by the William Cochrane, at New York.
Atlantic, for Liverpool, October 23, off Old Head of Kinsale, by the Loch Ken, at Queenstown.
Beatrix (barque), Liverpool to Iquique, August 24, 57 S, 71 W, by the Inca, at Callao.
Blythswood (British ship), bound east, October 24, off Portland, by the Seal s, at Southampton.
Cambrian Princess (ship), steering SW, October 21, 44 N, 11 W, by the Jerome s, at Liverpool.
Castello Dragone, for Table Bay, September 13, 6 N, 24 W, reported from Liverpool.
Cavalier (English barque), Quebec to Liverpool 32 days, October 20, 51 N, 10 W.
C. E. Spooner, October 22, off the Lizard, by the Netherdon, at Falmouth.
Ceres (barquentine), of Memel, March, October 23, 54 N, 3 E, by the Sandringham s, Mountain, at Hamburg.
City of Agra, of Hobson's Bay, October 7, 8 S, 63 W
Coimbatore (ship), steering south, September 6, 18 S, 29 W, by the Akarao, in the river.
Corsica (ship), Rotterdam to New York, October 7, 43 N, 52 W, by the Australia s, at New York.
County of Hadlington (four-masted ship), Liverpool to Calcutta, September 23, 14 N, 23 W.
County of Cardigan (British ship), steering SW, October 21, 44 N, 11 W.
Crown Prince (barque), from Rio Janeiro to Port Eads, October 13, lat. 3, long. 5, by the Mira s, at New York.
Duke of Devonshire s, October 14, 13 S.
Eastgate (British steamer), New York to Newport News, October 18, 25 miles off Cape Henlopen; reported from New York.
Edderside (British ship), for Havana, October 12, 14 N, 63 W, by the Moselle s, at Plymouth.
Elliot (barque), of Arbroath, bound SW, all well, September 20, 10 S, 67 E.
Etruria s, Liverpool to New York, October 27, 51 N, 13 W; by the Pavonia s, at Liverpool.
Falls of Afton, for Calcutta, October 22, off Cape Finisterre, by the Muriel s, at Liverpool.
Fiery Cross (barquentine) of Banff, steering south, September 16, 7 N, 24 W.
Forfarshire, for Tonala, September 17, 5 N, 24 W.
Forfarshire, for Dunedin, September 15, 8 N, 24 W.
Gloria, bound south, September 13, 6 N, 24 W, by the Silberhorn, at Hull.
Glenorchy, of Halifax (N.S.), all well, September 14, 22 N, 31 W.
Gretna (ship), October 1, 18 N, 87 E, by the Coniglia s, at Calcutta.
Harold (barque), Buenos Ayres to Pensacola, September 8, 11 N, 31 W (not 35 W, as before reported), by the Royal, at New York.
Harland, of London, September 6, 18 S, 30 W.
Harriet Hickman (British barque), Dunkirk to New York, October 17, off Montauk, by the Corsica, at New York.
Heinrich, Hamburg to Algoa Bay, August 26, 27 S, 28 W.
Hereward, Frederikstadt to Melbourne, all well, September 4, 24 S, 23 W, by the West Riding, at Falmouth.
Hiperion, for Falmouth, September 6, 12 S, 9 W.
Illimani (barque), of Swansea, steering SW, October 15, 3 S, 32 W (not as before reported), by the Tagus s, at Southampton.
Jane Fairlie (British barque), Cape Town to Weymouth (N.S.), September 28, lat. 24, long. 61 W, short of provisions, and was supplied by the Commodore T. H. Allen, at New York.
Jersey City (British steamer), New York to Bristol, October 14, 42 N, 63 W, by the Elysia s, at New York.
Kathendrick (British three-masted schooner), of Glasgow, bound west, October 21, 49 N, 29 W.
La Bretagne s, Havre to New York, October 19; by the La Bourgogne s, at Havre.
Lahn s, Southampton to New York, October 20, 49 N, 34 W.
La Querida (barque), of Liverpool, October 20, 44 N, 8 W, by the Scoresby s, Logie, from Almeria, in the river.
Larnaca (British ship), London to San Francisco, August 31, lat. 5 S, long. 33 W.
Latona (barque), of St. John (N.B.), 15 miles south of Scilly, by the Meggie s, at Sharpness.
Lizzie Bell (barque), Ardrossan to Vancouver, all well, August 18, 54 S, 64 W.
M. and E. Cox (barque), steering east, all well, October 20, 48 N, 24 W.
Mary S. Ames (barque), New York to Auckland, all well, September 22, lat. 35 S, long. 51, by the Catalina s, at Havana.
Mary Johns (brigantine), of Falmouth, steering WNW, October 21, 45 N, 9 W.
Mikado, New York to Valparaiso, September 10, 24 S, 41 W (not 24 N, as before reported).
Moliromo (British barque), Buenos Ayres to Ship Island, 75 miles off the Passes, by the Eldorado s, at New Orleans, October 14.
Morna (ship), bound south, October 7, 19 N, 34 W.
Moravia s, from Hamburg, bound west, October 24, 50 N, 11 W, by the Augusta Victoria, at Southampton.
Morning Star, of Aberystwith, Africa to Falmouth, for orders, all well, October 21, 45 N, 9 W, by the Lady Ailsa s, Clements, from Huelva, at Glasgow.
MSFB (supposed Titan), steering west, all well, October 23, 49 N, 9 W, by the Roehampton s, in the river.
Nile (ship), of Glasgow, October 20, 39 N, 12 W, by the Lissabon s, v. Holm, at Hamburg.
Norham Castle s, London to Cape Town, October 20, 19 N, 22 W, by the Hawarden Castle s, at Plymouth.
North America (American barque) (probably ship North American, Arbecam, from New York, July 5, for Batavia), steering SSW, August 10, 1 S, 31 W, reported from New York.
Northernhay, for Portland (Or.), October 21, 48 N, 8 W, reported by telegraph from Liverpool.
Panama s, Bordeaux to New York, October 20, 46 N, 8 W, by the Chateau Lafite s, at Bordeaux.
Pauvre Orpheline, of Granville, bound SE, October 14, 46 N, 37 W, by the Chateau Lafite s, at Bordeaux.
Pengdragon, for Chittagong, 7 N, 25 W.
Pontypriod, of Cardiff, October 28, 16 miles south of Portland (Dorset), by the Antelope, Painter from Channel Islands, at Weymouth.
QKST (British barque), bound east, September 23, 47 N, 39 W, by the Annie, at New York.
Queen of the West (schooner), steering ENE, October 22, 46 N, 11 W, by the Eta s, at Dartmouth.
Rakaias (barque), of Lyttelton (N.Z.), steering WSW, October 22, 46 N, 12 W.
Reciprocity, of Liverpool, October 16, 49 N, 10 W.
Rhine (ship), Calcutta to Demerara 19 days, September 27, 8 N, 87 E, by the M. Meanatchy, at Penang.
Scotland (British barque), Antwerp to Perth Amboy, October 12, lat. 43 N, long. 61 W, reported from New York.
Scythia s, Liverpool to Boston, October 27, 51 N, 13 W.
Selkirkshire, of Glasgow, Glasgow to Sydney, September 12, "35 S," 29 W.
Senator (ship), October 22, 30 miles NNW of Scilly Islands, by the John M. Blaikie, at Cardiff.
State of Maine, steering SSW, September 14, 12 N, 29 W.
St. Magnus, for Valparaiso, steering SSW, September 12, 18 S, 35 W (not 18 N as before reported), by the Ramboor s, at Liverpool.
Swansea, for Buenos Ayres, September 12, 2 N, 23 W.
Teresina, of Castellamare, Galveston (?Charleston) to Genoa 46 days, all well, October 6, 38 N, 42 W, by the C. E. Spooner, at Portland (Dor).
The Bruce, of London, bound west, October 4, 18 N, 86 E, by the Lindula s, at Calcutta.
Triton, for Montevideo, October 17, 22 N, 23 W, reported from Liverpool.
Victoria (British steamer), bound east, October 12, 45 N, 53 W.

The body of the mate of the *Claudia*, from Newport for Galway, has been washed ashore at Newport.

DURING the past few years frequent attempts, originating principally in Glasgow, have been made to shift the boarding station from Prince's Pier to Gourock, but when the matter came to be fairly discussed at the Clyde Pilot Board, the motion for the transfer was always defeated. It would appear that a similar movement is again on foot, and this time it is said to have the support of the Caledonian Railway Company. As on former occasions, the river pilots stationed at Greenock strongly object to the proposed change, which they contend would occasion very great inconvenience and positive loss, both to shipowners and pilots, and have addressed a circular to the shipowners of Glasgow and Greenock on the subject.

HOMEWARD BOUND SHIPS.

The following ships have been recently reported as homebound:—

Alic Rickmers, left Singapore June 26—for Liverpool
left Ascension Sept 6

Arequipa, Lucas, left Antofagasta July 6—for Liverpool
spoken Aug 4, 56 S, 79 W

Alexander Gibson, left San Francisco Sept 4—for Liverpool
Aston Hall s, left New Orleans Oct 23—for Liverpool

Author s, clrd at New Orleans Oct 26—for Liverpool

Alice, Schunzel, left New York Oct 18—for London

Antilles s, left Norfolk Oct 22—for London

Arina, Williams, left Trinidad Oct 26—for London

Arecuna s, left Demerara Oct 26—for London

Ajax s, left Singapore Oct 27—for London

Astoria, left San Francisco July 27—for Queenstown

Aristomene, Attridge, clrd at San Francisco Oct 14—for Queenstown

Alma, Tiemann, left Salina Cruz June 14—for Falmouth

Adele, Pundt, left Iquique Aug 19—for Falmouth

Ashantie, O'Brien, clrd at Picton Oct 9—for Glasgow

Australia s, left New York Oct 22—for Clyde

Arcturus, Hollmann, clrd at Rangoon May 18—for Channel
left Ascension Sept 6

Anna, Lahmeyer, left Bassine June 13—for Channel
left Ascension Sept 10

Assaye, M'Ritchie, left Portland, O., June 15—for Channel

Admiral Tregethoff, left Bassine June 22—for Channel
passed Aguinas Aug 25

Amphitrite, Anderson, left San Francisco July 26—for Channel

Andola, Passmore, clrd at Rangoon June 24—for Channel
left St Helena Oct —

Annie, Frage, left Amapala July 23—for Channel

Ashmore, Whitmore, left Pisagua Aug 16—for Channel

Amarapoora s, left Rangoon Oct 26—for U Kingdom

Alfa, Malatesta, clrd at Buenos Ayres Aug 12—for Cardiff

Allerton, Gyllynerent, clrd at San Francisco Oct 10—for Dublin

Aradus, Mengdorff, left Kingston, Ja., Aug 12—for F'wood

Arvio, Mannerstrom, left Mobile Aug 18—for Hull
at New York Sept 16

Arctic Stream, Owen, left San Francisco July 9—for London-derry

Alert, Olsen, clrd at Chatham, NB, Oct 9—for Newport

Arethusa, Dunn, clrd at Newcastle, NB, Oct 10—for Whrn

Arlington, Davis, left Buenos Ayres Sept 17—for Yarmouth

Bernardotte, left Quebec Oct 9—for Liverpool

Bulgarian s, left Boston Oct 28—for Liverpool

Britannia s, left Monte Video Oct 24—for Liverpool

Bolan, Hughes, left Calcutta April 27—for London
spoken July 5, 32 S 32 E

Balmoral Castle s, left Rockhampton Oct 20—for London

Balmoralta, Binnie, left San Francisco Oct 23—for Q'town

Benlarig, Plage, left San Francisco July 10—for Q'town

Birma, Hullmann, left Pisagua October 3—for Falmouth

Betsy and Arnold, left Quebec October 14—for Glasgow

Bedfordsire, Bull, left Iquique July 7—for Channel

Brandon, left Astoria June 26—for U Kingdom

Beech Holm, clrd at Pisagua June 28—for U Kingdom

Bonita, Thomessen, left Halifax Oct 3—for Penarth

Bessie Jose, left Puerto Cabello Sept 23—for Swanson

Christina, Hansen, clrd at Pensacola Sept 9—for Liverpool

Chaucer s, left Buenos Ayres Oct 23—for Liverpool
left St. Vincent Oct 21

Cambrian Duchess, left Miramichi Oct 11—for Liverpool

Charles, Nickersons, clrd at St John, NB, Sept 30—for Liverpool

Cairngorm s, left Savannah Oct 11—for Liverpool

Capella, Evenson, clrd at Bay Verti Sept 27—for Liverpool

City of Berlin s, left New York Oct 23—for Liverpool

Cloncurry s, left Kurrachee Oct 25—for Liverpool

Counsellor s, left Aspinwall Oct 6—for Liverpool
via Vera Cruz

Charrrington s, left New Orleans Oct 26—for Liverpool

City of Canterbury s, left Calcutta Oct 12—for London
left Colombo Oct 17

Clan Monroe s, left Bombay Oct 12—for London
left Suez Oct 26

Canara s, left Calcutta —— for London
left Kurrachee Oct 22

Courant, left Quebec Oct 11—for London

Chelydya s, left New Orleans Oct 26—for London

City of Agrs a, left Calcutta Oct 24—for London

Canadian s, left Montreal Oct 27—for London

Cimba, Finister, left Sydney Oct 22—for London

Corasir, Messervy, left Trinidad Oct 8—for London

Cape Breton, Grierson, left San Francisco Oct 25—for Queenstown

Concord Tendenes, left Mozambique Aug 18—for Falmouth

Cornelis, Dahmeyer, left Aquin Aug 25—for Falmouth

Chielsburgh, Griffiths, left Galveston Oct 20—for Leith

Colina s, left Montreal Oct 25—for Clyde

County of Caithness, left Calcutta Sept 3—for Dundee

Corean s, left Montreal Oct 23—for Glasgow

City of Tanjore, Vint, left Montreal Oct 5—for Glasgow
left Quebec Oct 8

Cape St Vincent, Prout, left Passrocang June 28—for Channel
left St Helena Sept 4

Cairnsmore, Scott, left Iquique Oct 17—for Channel

Cherwell, Toole, left Pisagua Sept 6—for Channel

County of Roxburgh, left Chittagong Sept 25—for U Kingdom

Cordillera, clrd at Iquique June 29—for U Kingdom
spoken Sept 14, on the Line, 30

Christian, Christiansen, clrd at Halifax Oct 16—for Bristol

Cosmo, left Quebec Oct 14—for Bristol

Canute, left Quebec Oct 15—for Cardiff

County of Inverness, Young, left Calcutta Sept 29—for Dundee

Cedar Branch s, left Kurrachee Oct 8—for Hull
left Port Said Oct 25

Countess of Dufferin, Doble, clrd at Newcastle, NB, Oct 5
— for Londonderry

Critic s, left New York Oct 21—for Leith

Carrick, left Buctouche Sept 28—for Penarth

Dunkeld, White, left Sydney July 16—for London

Damara s, left Halifax Oct 23—for London

Daylight s, left Baltimore October 24—for London

Dohbaden Castle, left San Francisco July 12—for Queenstown

Draconia s, left Montreal Oct 23—for Aberdeen

Danish Prince s, left Cape Breton Oct 22—for Glasgow

Dundrennan, Palmer, left Chittagong Oct 23—for U Kingdom

Douglas Castle, Brandi, left Port Nolleth Sept 14—for Swanssea

Delta, left Puerto Cabello Sept 19—for Swansea

Egypt s, left New York Oct 17—for Liverpool

Euskaro s, left New Orleans Oct 23—for Liverpool

Erik, left St John's Oct 23—for London

Electrician s, left Calcutta Oct 29—for London

Emily Waters, Langharne, left Iquique Aug 5—for Falmouth

Evelyn, left Paysandu Sept 14—for Falmouth

Euri Dunraven, left Astoria June 3—for U Kingdom

Eleanor Margaret, Fi-cher, left San Francisco July 5—for Channel, spoken July 21, 16 N 117 W

Emily Chaplin, Worledge, left Pisagua Aug 12—for Channel

Eros, clrd at Halifax Oct 11—for Barrow

Ernst and Maria, left Dalhousie Aug 7—for Douglas

Eustachius s, Roberts, left Aruba Oct 12—for Gloucester

Floridian s, left New Orleans Oct 22—for Liverpool

Finsbury s, clrd at New Orleans Oct 26—for Liverpool

France s, left New York Oct 16—for London

FS Ciampa, left San Francisco July 24—for Queenstown

Festina Lente, left Quebec Oct 10—for Greenwich

Formica, Mathiesen, left Bangkok May 13—for Channel
passed St. Helena Sept 3

Fiducia Bozzo, clrd at Chatham, NB, Sept 28—for Penarth

Foyen, left Dalhousie Oct 7—for Sharpness

Gyda, Sorenson, left Parrsboro Sept 29—for Liverpool

General Knox, Libby, left San Francisco Oct 12—for Liverpool

Germanic s, left New York Oct 23—for Liverpool

George Clarkson s, left Quebec Oct 25—for Liverpool

Granville s, left Galveston Oct 19—for Liverpool

Gulf of Mexico s, left Singapore Sept 23—for London
left Suez Oct 25

Grantully Castle s, left Cape Town Oct 23—for London

Gerona s, left Montreal Oct 27—for London

George Suppich, left Rosario Aug 9—for Falmouth

Gripen, Ryberg, clrd at Rangoon June 20—for Clyde
passed Ascension Sept —

Gylfe, left Quebec Oct 12—for Greenwich

Golden Horn, Shimmin, left Saigon July 3—for U Kingdom
left St. Helena Sept —

Glenogle, Paul, left Pisagua Sept 14—for U Kingdom

Glanpadarn, Jones, left Rangoon April 25—for Channel

Glencoy, Jones, left Iquique Sept 13—for Channel

Gloamia, Morup, left Buenos Ayres Sept 18—for Cardiff

Herschel s, left New York Oct 27—for Liverpool

Helvetia s, left New York Oct 27—for Liverpool

Historian s, clrd at New Orleans Oct 28—for Liverpool

Hilma, Cronberg, left Port Townsend June 21—for London

Holland s, left New York Oct 23—for London

Hohenzollern s, left Melbourne Oct 25—for London

Huzara s, left Bombay Oct 26—for London

Helena, Gunderson, left Laguna Sept 15—for Falmouth

Horin Head s, left Philadelphia Oct 23—for Belfast

Hahnenmann, left Quebec Oct 15—for Newcastle

Hekhane s, left Coosas Oct 24—for Plymouth

Hilmer, Bonde, clrd at Newcastle, NB, Oct 7—for London

India s, left Calcutta Oct 11—for London

Iron Duke, Bunje, left San Francisco July 17—for Channel

Iron Cross, Lamb, left New York Oct 22—for Hull

Invermay s, left Montreal Oct 23—for Sharpness

Julie Steen, clrd at Pairsboro Oct 9—for Liverpool

John Paterson, left Iquique July 18—for Falmouth

Jessie Stowe, Hunter, left Iquique July 18—for Channel

Jamaica, left San Francisco July 18—for U Kingdom
spoken July 28, 17 N, 121 W

Juno, left Savannah Oct 4—for Bristol

Khyber, Cochran, left Calcutta July 22—for Liverpool
left Ascension Oct —

Kirby Hall s, left Bombay Oct 15—for Liverpool
left Suez Oct 22

King Arthur, Drummond, left Rangoon July 18—for London
left St. Helena Oct —

Karamania s, left Calcutta Oct 21—for London

Kinkora, Laurence, left San Francisco Oct 14—for London

Khedive s, left Calcutta —— for London
left Colombo Oct 23

Kepler s, left New York Oct 27—for London

Kirkcudbrightshire, left Lyttelton Oct 29—for London

Kiatna, Smith, clrd at San Francisco Oct 11—for Queenstown

Kilmory, Wallace, left Chittagong Oct 25—for Dundee

Kalliope, Hilgerlo, left Rangoon July 19—for Channel

Kinfauna, Pigott, left Pisagua July 10—for U Kingdom

Kepler s, left Baltimore Oct 23—for Dublin

Lucille, left Rosario July 30—for Liverpool

Locksley Hall s, left Kurrachee October 4—for Liverpool
left Marcellis Oct 24

Lagos s, left Sierra Leone Oct 24—for Liverpool

Lake Neipigon s, left Quebec Oct 24—for Liverpool

Lancaster s, left Brunswick Oct 28—for Liverpool

Levenia, Harris, clrd at New York Oct 12—for London

Lodewika, Nowland, left San Francisco June 22—for Queenstown

Lord Kinnaird, Sim, left Pisagua Oct 22—for Queenstown

Lanarkshire, Huxtable, left Tchio June 12—for Clyde

Lamartine, Anderson, left Quebec Oct 17—for Clyde

Larmacca s, left Chittagong —— for Dundee
left Colombo Oct 23

Lochiel, Radford, left Rio Janeiro Oct 24—for Glasgow

Loch Doon, Bridle, left Pisagua August 31—for Channel

Labora, Kadberg, clrd at Pensacola September 28—for Belfast

Lincelles, Olivari, clrd at Chatham, N. B., Oct 9—for Cardiff

Livonia, Lafour, left St. John, N. B., Sept 24—for Drogheda

Lyndhurst, Martin, left Calcutta July 24—for Hull

Loyalist, left Philadelphia Oct 7—for Plymouth

Lindesfarne, left Bay of Fundy Sept 28—for Sharpness

L'Esperance, Jenkins, left Rio Janiero Sept 10—for Swansea

Lord Clyde, Davies, left Port Nolloth Sept 12—for Swansea
left Ascension Oct —

Macduff, Petersen, left New Westminster, B. C., June 30—for Liverpool

left Victoria, V. I., July 3

Minerva, Sann, clrd at Pairsboro Sept 9—for Liverpool

Minnehaha, McLaughlin, clrd at St. John, N. B., Oct 12—for Liverpool

Monarch s, clrd at New Orleans Oct 26—for Liverpool

Main, Richards, left Calcutta July 2—for London
left St. Helena Oct —

Margaretha Pathuls, left Laguna Aug 15—for Falmouth

Maziprade, Parker, left Lobos June 20—for Channel

Mary Jose, Law, left Pisagua Sept 3—for Channel

Melpomene, Leach, left Pisagua Aug 22—for Channel

Moolton, Doughty, left San Francisco Oct 24—for Channel

Mizpah, Christoffersen, clrd at Chatham, NB, Oct 8—for Greenwich

Mobile Bay, M'Phail, left Manilla June 19—for U Kingdom
left St. Helena Sept —

Madeira, Cumming, left Tacoma Oct 25—for U Kingdom
M & E Cox, Robinson, clrd at Pensacola July 31—for Belfast

Mary Jane, left Halifax Oct 14—for Barrow

Mandalay s, left Quebec Oct 23—for Dublin

Martello s, left New York Oct 22—for Hull

Marie, left Quebec Oct 10—for Newport

Monarch, Abrahamsen, clrd at Pensacola Aug 6—for Tyn Maury, Olsen, clrd at New York Oct 12—for Yarmouth

Norfolk Island, left Saigon July 19—for Liverpool
left St. Helena Sept —

Nubia s, left Bombay —— for Liverpool
left Perim Oct 25

Nonpareil s, Boniface, left Demerara Oct 24—for London

Nina, Melsom, left Gloucester Oct 4—for U Kingdom

Nevado, Donaldson, left Bangkok Oct 29—for U Kingdom

Neto s, clrd at Galveston Oct 11—for Fleetwood

Norlands s, left Philadelphia Oct 20—for Sligo

Otello, Harvey, left San Francisco Oct 23—for Liverpool

Orkla s, left Galveston Oct 23—for Liverpool

Orthes, Wyness, left San Francisco Oct 23—for London

Ocean Belle, Williams, left Trinidad Oct 7—for London

Ottile, Leszynski, clrd at Chatham, NB, Sept 28—for Fleetwood

Olaf, Gram, clrd at Pensacola Oct 14—for Tyne
Prince Regent, Sorenson, left Ship Island Sept 3—for Liverpool

Prince Henry, Wittens, clrd at Pascagoula Sept 10—for Liverpool

Pimmon, Maxwell, left San Francisco Oct 23—for Liverpool

Phoenix s, left Galveston Oct 23—for Liverpool

Prince Amadeo, Norton, left Ship Island Oct 23—for London

Papa, Henne, left Hong Kong July 2—for London

Pallas s, left Calcutta Oct 17—for London

Persian Monarch s, left New York Oct 26—for London

Prince Edward, Cornelissen, left San Francisco Oct 23—for Queenstown

Palestine, left Valparaiso July 12—for Falmouth

Phantom, Molton, left B Ayres Aug 24—for Falmouth

Prince Patrick, Nielsen, clrd at Pensacola Sept 7—for Aberdeen

Paul Isenberg, left San Francisco July 10—for Channel

Paradiso, left Moulineau Aug 5—for Channel

Port Carlisle, M'Intyre, left Pisagua Oct 23—for Channel

Pellegrino, Onesto, clrd at Buenos Ayres Sept 13—for Cardiff

Queen of the North, left Quebec Oct 15—for London

Queen Victoria, left San Francisco July 4—for U Kingdom

Roddam s, left Galveston Oct 25—for Liverpool

Rewa s, left Calcutta Sept 29—for London

left Gibraltar Oct 27

Rollo, left Kappara Aug 23—for London

Rosetta s, left King George's Sound Oct 26—for London

Richmond Hill s, left New York Oct 26—for London

River Indus, Williams, left Sydney Oct 25—for London

Ravenscraig, Howell, left Pisagua July 15—for Channel

Ryeval, Davies, left Pisagua Aug 23—for Cork

Roscrana, Monnier, left Pisagua Aug —— for Cork

Sunatra, left San Francisco June 22—for Liverpool

Sunrich s, clrd at Galveston Oct 5—for Liverpool

St. George, left New York Oct 26—for Liverpool

Scottish Glen, Whiteford, left Portland, O., Sept 21—for Liverpool

Silvio, left Pensacola Sept 11—for Liverpool

Sleipner, left Halifax Oct 21—for Liverpool

St Regulus s, left New York Oct 23—for Liverpool

Sarnia s, left Quebec Oct 25—for Liverpool

Seier, Beck, clrd at Wilmington Oct 1—for London

Stuley s, left Shanghai —— for London

left Colombo Oct 23

Sokholm City s, left Boston Oct 23—for London

Sophocles, Murray, left Sydney Oct 26—for London

Sarah Chambers, Carter, clrd at New York Oct 14—for London

Sarah and Emma, Lewis, left San Francisco July 12—for Queenstown

Sidlaw, Lynn, left Iquique Oct 23—for Queenstown

St. Oswalds s, left Calcutta Oct 11—for Dundee

left Perim Oct 27

Scandinavian s, left Boston Oct 27—for Glasgow

State of Georgia s, left New York Oct 24—for Glasgow

Simeon, Olsen, left Apia June 8—for Channel

Sir H. Lawrence, Gunning, left Rangoon July 8—for Channel
left St. Helena Oct —

Sultimela, M'Gregor, left Rangoon July 8—for Channel

Silve, Donard, Campbell, left Rangoon July 24—for Channel

left St. Helena Sept —

Semiraris, left Moulineau July 23—for Channel

Sierre, Ventana, Gruchy, left Rangoon Sept 24—for Channel

Samanco, Vesting, left Pisagua Oct 6—for U Kingdom

Shefield, left Quebec Oct 14—for Belfast

Senator, M'Kenzie, clrd at St. John, NB, Sept 27—for C'diff

Southern Queen, Thials, clrd at Avalachicola Oct 7—for Fleetwood

Sorrelto s, left New York Oct 27—for Hull

Sentinel, Morell, clrd at St. John, NB, Sept 30—for Limerick

Somanand, left Brunswick Sept 28—for Queenborough

Soller s, left Adelaide Oct 16—for Southampton

Talookdar, Morley, left Calcutta Sept 3—for Liverpool

Terzo, left Quebec Oct 9—for Liverpool

Try, clrd at Bathurst Oct 9—for Liverpool

Thomas S Stowe, Fraser, left Moodyville July 13—for London

Taymouth Castle s, left Cape Town Oct 6—for London
left Las Palmas Oct 24

Titania, Dunn, left Victoria, VI, Sept 27—for London

Thurston s, left Wilmington Oct 21—for London

Twilight, left Iquique July 25—for Falmouth

Teviotdale s, left Buenos Ayres Oct 19—for Glasgow

Tenby Castle, Davies, left Huanillos Aug 11—for Channel

Texas, left Monterrey Oct 28—for Acapulco

Umbria, left New York Oct 20—for Liverpool

Univolt, Buck, left Mauritius Sept 11—for Cork

Volta s, left Accra Oct 18—for Liverpool
left Grand Canary Oct 23

Vale of Nith, left Iquique June 22—for Falmouth

Violet, West, left Galveston Oct 28—for Aberdeen

Werner, Honford, left Singapore Aug 10—for Liverpool
left Anjer Sept 1

Wilhelm Ludwig, Sundby, left Point du Chene Sept 30—for Liverpool

Wisconsin s, left New York Oct 22—for Liverpool

Winifred, Scott, left Trinidad Sept 28—for London

Warwick Castle, Hutton, clrd at San Francisco Oct 12—for Queenstown

Wallis and Sohn, left Altata June 30—for Falmouth

Wally, Walter, left Salina Cruz July 18—for Falmouth

William, clrd at Chatham NB, Oct 12—for Mumbles Yucatan s, left New Orleans Oct 25—for Liverpool Yorkand, Johnson, left Rangoon July 17—for Channel Zadok, Schumacher, left W C Mexico Aug 5—for Falmouth Zavia, Little, left Kingston, J., Sept 18—for Falmouth Zolla, left Tacoma Sept 22—for Dublin

A REUTER'S telegram from New York states that a severe storm has been experienced along the Atlantic coast, causing several wrecks and some loss of life.

THE BARRY PILOTAGE QUESTION.—A largely-attended meeting of the Cardiff pilots was held at the Pilotage Offices, Bute Docks, on October 25th, Captain Cawley, the president of the Pilots' Association of Great Britain, presiding. The meeting had been convened to consider what steps should be taken to bring about a settlement of the dispute now pending between the Cardiff pilots and the Barry pilotage authority. Captain Cawley, who had been in communication with the Barry Board, strongly urged upon those present to do what they could to bring about an amicable settlement of the question, and, with this end in view, suggested that a deputation consisting of nine Cardiff and three Newport pilots should wait upon the board and discuss their grievance. This was ultimately agreed to, and the Cardiff representatives having been duly elected, the meeting terminated with a vote of thanks to Captain Cawley for the great interest he had manifested in the question.

NOTICE.

Union Men are requested to board only at boarding houses which are advertised in "SEAFARING." Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union.

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. These advertisements will be arranged under the heading of the ports in which they are situated, and are intended as a Directory to seafaring men, which, it is hoped, their friends will endeavour to make as complete as possible, so that men arriving at any port have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors and Firemen's Union in whose district the house is

situated. Boarding-house keepers whose advertisements are already appearing in SEAFARING will be included free of further charge in the proposed Directory of Houses recommended by the Union, their Houses having been recommended before their advertisements were accepted.

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B RANCH SECRETARIES beware of B JOSEPH BEIGHTON, a member of the South Shields Branch, who has absconded from here, and has broken the rules of the Union.

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